The Hong Kong Daily Press.

No. 6017 第六千零十七號 光緒丁丑年正月念六日 HONGKONG, SATURDAY, MARCH 10TH, 1877. 禮拜六 英三月十號 香港 [PRICE $2½ PER MONTH.

Arrivals.

March 9, NESTOR, British steamer, 1,414, J. K. Webster, Liverpool 13th January, Port Said 29th, Suez 31st, Penang 24th February, and Singapore 28th, General.—BUTTERFIELD & SWIRE.

March 9, NORMANBY, British str., 1,000, J. A. Reddell, Sydney 27th January, Brisbane 1st Feb., Keppel Bay 3rd, Bowen 4th, Townsville 5th, Cooktown 6th, Somerset 9th, and Singapore 28th, General.—GIBB, LIVINGSTON & Co.

March 9, DUNA, British steamer, 852, John Steele, Liverpool 6th January, Holyhead 8th, Port Said 24th, Suez 28th, and Singapore 27th February, General.—GILMAN & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, MARCH 9TH.

Presto, British bark, for Tientsin.
Nestor, British steamer, for Shanghai.
Thales, British steamer, for Cooktown.

Departures.

March 9, PENG-CHOU-HAI, Chinese gunboat, for a cruise.
March 9, CANTON, German bark, for Newchwang.
March 9, JACOBINE, Ger. bark, for Takao.
March 9, NORNA, British str., for Swatow.
March 9, THALES, British str., for Cooktown.
March 9, CHINA, German str., for Canton.
March 9, TANAIS, French steamer, for Yokohama.
March 9, MACGREGOR, British steamer, for Shanghai.
March 9, GROWLER, British gun-vessel, for Singapore.
March 9, SYLVIA, British surveying-vessel, for Nagasaki.

Passengers.

ARRIVED.

Per *Normanby*, str., from Sydney, &c.:—From Sydney.—Messrs. C. Deissenhammer, F. W. Powell, and Furlonger. From Singapore.—1 European, steerage, 214 Chinese, and 3 natives.

Per *Duna*, str., from Liverpool, &c.:—17 Chinese.

Per *Nestor*, str., from Liverpool, &c.:—For Hongkong.—Miss Algar, Messrs. Drew, Chas. Smith, and T. C. Niehmann, and 93 Chinese. For Shanghai.—Mr. Archibald.

DEPARTED.

Per *Thales*, str., for Cooktown:—3 Cabin and 453 Chinese.

TO DEPART.

Per *Presto*, for Tientsin:—2 Cabin.

Reports.

The British steamship *Nestor* reports left Liverpool on 13th January, Port Said on the 29th, Suez on the 31st, Penang on 24th Feb., and Singapore on the 28th. Had very strong monsoon all the passage from Singapore till the last two days; then got moderate and hazy weather to port.

The British steamship *Duna* reports left Liverpool on 6th January, and had bad weather in the Channel. Left Holyhead on the 8th, and had strong Westerly and N.W. winds to Port Said on the 24th. Left Suez on the 28th. To Galle light winds and fine weather; thence to Acheen Head strong monsoon and high sea; arrived at Singapore on 23rd February, and sailed for Hongkong on the 27th. Had strong monsoon and sea to last of arrival.

The British steamship *Normanby* reports left Sydney on 27th January at 5 p.m. On the 29th at 11.20 p.m. anchored in Brisbane Roads. On 1st February at 1.47 p.m. having received mails, &c., proceeded to sea, light N. Easterly winds and squally weather. On the 3rd at 4.40 a.m. anchored in Keppel Bay, and left again at 5.5 a.m. on same day. On the 4th at 4.30 p.m. anchored at Bowen, and left again at 5 p.m. on same day. On the 5th at 3.50 a.m. anchored in Townsville, and left again on same day at 7.30 a.m. Had light variable winds and fine weather. On the 6th at 9.40 a.m. anchored in Cooktown, and left again at 9 p.m. on same day. On the 8th at 2.15 p.m. anchored in Somerset, and left again on the 9th at 4.45 a.m. At 9.50 a.m. Booby Island abeam. Across the Arafura Sea experienced strong N.W. winds and squally weather. On the 14th at 0.5 a.m. Cape Jacki abeam; strong Westerly winds and dark, cloudy weather. On the 20th at 5 a.m. passed through Sapordir Straits. On the 21st at 2 a.m. passed Bawean Island; strong N.S.W. winds and dark, thick, squally weather. On the 23rd at noon passed Carimata Island; from thence to Singapore strong N.N. Easterly winds and fine weather. On the 25th at noon made fast alongside Tanjore Pagar wharf, Singapore. Left Singapore on the 28th at 6.47 a.m. From Singapore to Hongkong strong N.N.E. winds and cloudy weather with heavy head sea. Anchored off Hongkong at 7 a.m. on 9th March.

SINGAPORE SHIPPING

February— ARRIVALS.
22, Hesperia, German steamer, from London.
22, Argyle, British steamer, from Hongkong.
23, T. Kramom, Siam. bark, from Bangkok.
23, Hindostan, British str., from Hongkong.
23, Duna, British steamer, from Liverpool.
23, Pontianak, British str., from Pontianak.
23, Duchaffant, French cor., from Moulmein.
26, Bacchus, British ship, from Cardiff.
26, Pei-Ho, French steamer, from Marseilles.
26, Nestor, British str., from Liverpool, &c.
26, Pluto, Colonial str., from light house.
26, B. Seng Heng, Brit. str., from Pontianak.
24, Macgregor, British str., from London.
25, Kale, German bark, from Cardiff.
25, Bangkok, Siamese str., from Bangkok.
25, Dolbadern Castle, Brit. sh., from Liverpool.
25, Rosa, British steamer, from Macassar.
25, Pyah Pekket, British str., from Penang.
25, Normanby, British steamer, from Sydney.
25, White Rose, Brit. ship, from N. Shields.
25, Yarra, British bark, from Hongkong.
25, Staut, Norwegian bark, from Cardiff.
26, Benmore, British steamer, from Penang.
26, Penguin, British steamer, from Calcutta.
27, Ulysses, British str., put back.
27, Cassandra, German str., from Manila.
27, Ruby, British steamer, from Palembang.

February— DEPARTURES.
23, Paknam, British steamer, for Penang.
23, Japan, British steamer, for Penang.
23, Antares, British bark, for Elephant Point.
24, Eastern Isles, British str., for Batavia.
24, R. Brooke, Sarawak str., for Bangkok.
24, Argyle, British steamer, for Calcutta.
24, Hindostan, British steamer, for Calcutta.
24, Hesperia, German str., for Hongkong.
26, Pontianak, British str., from Pontianak.
26, Anna Rosa, Port. bark, from Rangoon.
27, Duna, British steamer, for Hongkong, &c.
27, Penguin, British steamer, for Hongkong.
27, Macgregor, British str., for Hongkong.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.

(*Per last Mail's Advice.*)

Vessels.	*From.*	*Date of Arrival.*
Carn Sual	Manila	Jan. 17
Onward	Hongkong	Jan. 18
Antares (s.)	China Ports	Jan. 18
Irma	Yokohama	Jan. 21
Fleurs Castle (s.)	China Ports	Jan. 22
Golden Spur	Hongkong	Jan. 24

Auction Sales To-day.

LANE, CRAWFORD & Co.,
At 12 noon,
Land and Property.

Notices of Firms.

NOTICE.

I HAVE THIS DAY Established myself at THIS PORT as MERCHANT and COMMISSION AGENT.

J. ALEXANDER.

3m 41 Amoy, 1st January, 1877.

NOTICE.

MR. WM. O. HOWLAND is authorized to SIGN our FIRM'S NAME per procuration.

WILLIAMS & Co.

6m 1933 Swatow, December 1st, 1876.

NOTICE.

THE PARTNERSHIP hitherto existing between the Undersigned under the Name of MESTERN and HULSE has This Day been DISSOLVED by lapse of time, and the Signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN.
W. HULSE.

3m 13 Canton, 31st December, 1876.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. HENRY SUTTON in our Firm CEASED on the 31st January, 1877.

The Business will be continued under the Name of MOALLE & Co.

SUTTON & MOALLE.

1m 267 Amoy, 8th February, 1877.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr. JOHN T. A. ALEXANDER, in our Firm, CEASED on 31st ultimo.

JOHNSTON & Co.

3m 15 Amoy, 1st January, 1877.

NOTICE.

THE PARTNERSHIP hitherto existing between the Undersigned, under the Firm of G. RAYNAL & Co. at this port, has THIS DAY been DISSOLVED by mutual consent.

GUSTAV RAYNAL.
CARL MILISCH.

3m 34 Macao, 1st January, 1877.

NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his INTEREST and RESPONSIBILITY CEASED on the 31st December last.

Mr. NICOLAUS AUGUST SIEBS has been Authorized to SIGN for us by procuration.

We have This Day RE-OPENED a Branch of our Firm at Canton.

SIEMSSEN & Co.

3m 12 Hongkong, 1st January, 1877.

NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBERG & Co.

2m 216 Hongkong, 2nd February, 1877.

VICTORIA DISPENSARY.

ON and after the 16th November, 1876, and until further notice, the Business of the above-named Dispensary will be carried on by the Undersigned.

WM. CRUICKSHANK,
Manager.

tf 1867 Hongkong, 21st November, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND.........500,000 of Dollars.

Court of Directors:—
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.

Ad. André, Esq.	A. McIver, Esq.
E. R. Belilios, Esq.	S. W. Pomeroy, Esq.
Hon. W. Keswick.	Ed. Tobin, Esq.

Chief Manager.
Hongkong—Thomas Jackson, Esq.,
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 ,, 4 ,, ,,
12 ,, 5 ,, ,,

LOCAL BILLS DISCOUNTED.

Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, *Chief Manager.*

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 15th February, 1877.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th December last, at the rate of ONE POUND STERLING (£1) per Share of $125, is PAYABLE on and after THURSDAY, the 15th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
THOMAS JACKSON,
Chief Manager.

tf 260 Hongkong, 15th February, 1877.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.

33 Hongkong, 1st March, 1874.

STORAGE.

COALS received on Storage in First-class Godowns of about 5,000 tons Capacity situated on the Praya West, Wanchi.

T. G. LINSTEAD.

1909 Hongkong, 18th November, 1874.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.

tf 1193 Hongkong, 27th June, 1872.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong 26th July, 1872.

To be Let.

TO LET,
With Immediate Possession,

HOUSES on Upper Mosque Terrace. All with Gas and Water laid on.

Also,

A First-class GODOWN at Wanchi of about 5,000 tons capacity.

Apply to T. G. LINSTEAD.

1464 Hongkong, 27th September, 1876.

TO LET.

THE THREE HOUSES known as FLETCHER'S BUILDINGS, adjoining the Premises of the Control Department. Each may be occupied as entire Dwellings or in Floors.

Also,

TEN SPACIOUS GODOWNS, connected with the above, fronting the Harbour and Queen's Road.

Apply to
SHARP, TOLLER, AND JOHNSON.

19 Hongkong, 2nd January, 1877.

TO LET IMMEDIATELY.

THE Beautiful Summer RESIDENCE, BALL'S COURT, No. 2, with Croquet Lawn, Large Garden, Coach-house, and Stabling.

Apply to A. E. VAUCHER.

367 Hongkong, 7th March, 1877.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.

Apply to OLYPHANT & Co.

tf 453 Hongkong, 1st March, 1877.

TO LET.

NO. 3, PECHILI TERRACE, ELGIN STREET, with immediate Possession.

Apply to LANE, CRAWFORD & Co.

tf 243 Hongkong, 8th February, 1877.

TO LET.

THE UPPER PORTION of Nos. 42 and 44, QUEEN'S ROAD.

Apply to DOUGLAS LAPRAIK & Co.

tf 1864 Hongkong, 11th January, 1877.

TO BE LET.

THE PREMISES, No. 39, QUEEN'S ROAD, at present in the occupation of the BORNEO COMPANY.

Apply to TURNER & Co.

239 Hongkong, 7th February, 1877.

TO LET.

THE PREMISES formerly occupied by Messrs. AUGUSTINE HEARD & Co. as their Offices.

Apply to E. R. BELILIOS.

tf 287 Hongkong, 17th February, 1877.

TO BE LET.

TWO Commodious HOUSES, in QUEEN'S ROAD EAST.

Rent, $25 per month.

Apply to PURDON & Co.,
No. 2, Queen's Road.

1923 Hongkong, 1st December, 1876.

TO LET.

THE HOUSE No. 3, HOLLYWOOD ROAD. Possession from 1st January, 1877.

Apply to E. R. BELILIOS.

tf 2059 Hongkong, 29th December, 1876.

TO LET.

HOUSES in SEYMOUR TERRACE and PEDDAR'S HILL.

No. 7, CAINE ROAD, lately occupied by Mr. PARKER.

No. 10, ALBANY ROAD, at present occupied by the Rev. R. H. KIDD.

No. 11, SEYMOUR TERRACE, at present occupied by Mr. N. J. EDE, Furnished or Unfurnished.

Apply to
DAVID SASSOON, SONS & Co.

tf 512 Hongkong, 16th February, 1877.

CUTLER, PALMER & Co.'s CELEBRATED WINES.

We have secured some Excellent Wines and Cognac of the well known shippers, CUTLER, PALMER & Co., and invite comparison with any and all other brands.

We have to offer:

	Per 1 doz. quarts.
CUTLER, PALMER & Co.'s CHAMPAGNE	$15
CUTLER, PALMER & Co.'s HOCHHEIMER	$8.50
CUTLER, PALMER & Co.'s CHATEAU MOUTON	$12
CUTLER, PALMER & Co.'s CHATEAU LAROSE	$7
CUTLER, PALMER & Co.'s ST. JULIEN	$6
CUTLER, PALMER & Co.'s CANTENAC	$5.50
CUTLER, PALMER & Co.'s MEDOC	$4.50
CUTLER, PALMER & Co.'s HAUT SAUTERNE	$9
CUTLER, PALMER & Co.'s SHERRY, fine full flavor, black seal	$10.25
CUTLER, PALMER & Co.'s SHERRY, Vino Puro, blue seal	$9
CUTLER, PALMER & Co.'s SHERRY, Manzanillo, red seal	$8.50
CUTLER, PALMER & Co.'s SHERRY, Vino de Pasto, blue seal	$8.25
CUTLER, PALMER & Co.'s COGNAC 1 star	$6.25
CUTLER, PALMER & Co.'s COGNAC 2 star	$7.50
CUTLER, PALMER & Co.'s COGNAC 3 star	$9
CUTLER, PALMER & Co.'s COGNAC 4 star	$10.50

Also,

WACHTER & Co.'s CELEBRATED CHAMPAGNE,

at $18 per Case of 1 doz. Quarts.

F. BLACKHEAD & Co.

1984 Hongkong, 13th December, 1876.

NOTICE.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE COMPANY.

The BUSINESS of this COMPANY has This Day been TRANSFERRED to THE MARINE INSURANCE COMPANY, of 20, Old Broad Street, London.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, Leadenhall Street, London,
1st January, 1877.

THE MARINE INSURANCE COMPANY.
ESTABLISHED 1836.

CAPITAL.......................£1,000,000 Sterling.
RESERVE FUND...............£340,000 Sterling.

With reference to the foregoing advertisement, THE MARINE INSURANCE COMPANY has This Day taken over the Business of the LONDON AND ORIENTAL STEAM TRANSIT COMPANY, and has appointed Mr. A. McIVER as its AGENT at HONGKONG.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

20, Old Broad Street, London,
1st January, 1877.

THE Undersigned is prepared to ACCEPT RISKS and ISSUE POLICIES on behalf of the MARINE INSURANCE COMPANY by any First-class Steamer.

A. McIVER,
Agent of the Marine Insurance Company of London.

288 Hongkong, 16th February, 1877.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

tf 1780 Hongkong, 27th March, 1876.

Auctions.

PUBLIC AUCTION.

LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction,

THIS DAY,

the 10th day of March, 1877, at Noon, on the Premises (unless previously disposed of by Private Sale),—

A Portion of that PIECE or PARCEL of GROUND, registered in the Land Office as Inland Lot No. 174, abutting on the North side thereof on a Close registered in the Land Office as Inland Lot No. 170, and measuring thereon Forty-five feet; on the South side on the remaining portion of Inland Lot No. 174, and measuring thereon Forty-five feet; on the East side thereof on Peel Street, and measuring thereon Twenty-nine feet; and on the West side thereof on Staveley Street, and measuring thereon Twenty-nine feet; which said Piece or Parcel of Ground contains in the whole 1,317 square feet, and is known as No. 3, Peel Street, together with the THREE-STORIED TENEMENT or DWELLING HOUSE erected thereon.

Annual Crown Rent, $15.66.

TERMS OF SALE.—One-half of the Purchase money to be paid on the fall of the hammer, and the Balance on completion of the Deed of Transfer, the expenses of which to be paid by the Purchaser.

The Property to be at Purchaser's risk on the fall of the hammer.

For further Particulars, apply to
LANE, CRAWFORD & Co.,
Auctioneers, &c.

332 Hongkong, 27th February, 1877.

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

THE Undersigned has received instructions from Rev. R. H. KIDD to Sell by Public Auction, on

MONDAY,

the 12th day of March, 1877, at 2 o'clock P.M. (instead of the time previously advertised), at his Residence, Albany Road,—

The whole of his HOUSEHOLD FURNITURE, &c., comprising:—Drawing, Dining and Bedroom SUITES, SOFAS, CHAIRS, EASY CHAIRS, MIRRORS, TABLES, PICTURES, SIDEBOARD, WHATNOTS, GLASS and PLATED WARE, CROCKERY WARE, BEDSTEADS, WARDROBES, TOILET TABLES and GLASS, WASHSTANDS, &c., &c.

Catalogues will be issued, and the whole to be on view on and after SATURDAY, the 10th March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.

282 Hongkong, 16th February, 1877.

NAVAL CONTRACT, 1877-8.

SEALED TENDERS, in duplicate, will be RECEIVED by the Undersigned, until Noon on THURSDAY, the 15th March, 1877, from Persons desirous of SUPPLYING the following ARTICLES for the use of H.M. Navy for the year 1877 8, viz.:—

FRESH BEEF	RAISINS
FRESH VEGETABLES	WATER
RICE	SOFT BREAD
SUGAR	BISCUIT
TEA	

Printed Forms of Tender and further Particulars can be obtained at the Naval Storekeeper's Office.

The right to reject the lowest or any Tender is reserved.

J. BREMNER,
Storekeeper.

H.M. Victualling Yard, Hongkong,
28th February, 1877. [344

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT
AGENT FOR DE ST. MARCEAUX ET CIE'S CHAMPAGNES,
Dépôt for Vichy Waters,
ED. PINAUD ET CIE'S PERFUMERY,
N. ANTOINE ET FILS' INKS, &c., &c.,
Fresh Supply of FRENCH BOOTS receive by each French Mail.
44, QUEEN'S-ROAD, HONGKONG.

NOTICE.

MR. J. PENATI, PROFESSOR OF MUSIC, from the Royal Conservatorium of Milan, now residing in Macao, visits Hongkong FOUR DAYS A WEEK, viz., Monday, Tuesday, Wednesday, and Thursday, to give LESSONS on the PIANO and SINGING. Letters can be addressed, care of Messrs. LANE, CRAWFORD & Co.

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1876. Price Ten Dollars.

Apply at the *Daily Press* Office.

Hongkong, February, 1877.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.

tf 39 Hongkong, 16th November, 1872.

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

tf 951 Hongkong, 17th April, 1873.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.

1335 Hongkong, 4th October, 1876.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

1958 Hongkong, 15th October, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st November, 1871. [tf 385

Intimations.

FOR SALE,
(Just landed, ex Steamship "HESPERIA"),

H. PIPER & Co.'s CELEBRATED CHAMPAGNE,
CARTE BLANCHE, CARTE BLANCHE SEC, and CARTE DOREE, in Quarts and Pints.
Also, the Well-known
OTARD, DUPUY, & Co.'s BRANDY,
in Cases of 12 Quart Bottles.
And
A Small Lot of MEDOC CLARET,
in Quart Bottles.

Apply to L. L. BUSH.

tf 368 Hongkong, 7th March, 1877.

FOR SALE.

A TWO-MASTED LIGHTER, 61½ feet Length, 16½ feet Breadth, 6 feet Depth of Hold, about 50 Tons Carrying Capacity, with TWO SAILS, TWO CHAINS, ONE ANCHOR, &c., &c.

And

A TWO-MASTED LIGHTER, of about 60 Tons Carrying Capacity, with ONE ANCHOR and ONE CHAIN.

Apply to J. M. ARMSTRONG.

369 Hongkong, 7th March, 1877.

NOTICE.

GEORGE SMITH & COMPANY,
WINE, SPIRIT, & BEER MERCHANTS,
SHANGHAI.

We have appointed Messrs. NORTON & Co., DUDDELL STREET, QUEEN'S ROAD, our AGENTS in HONGKONG, from whom Supplies of our Wines, &c., may be obtained.

Price Lists on application.

GEORGE SMITH & Co.

Agents at
AMOY..........ARTHUR CORNER, Esq.
FOOCHOW......Messrs. NEWMAN & Co.
CANTON..........Messrs. GEPP & Co.
YOKOHAMA...ALEX. W. GLENNIE, Esq.

3m 359 Shanghai, 21st February, 1877.

FOR SALE.

LAMMERT, ATKINSON AND Co.

NEW BOOKS:
NOVELS, WORKS OF REFERENCE,
SCHOOL BOOKS,
PRESENTATION BOOKS, &c., &c.
SHEET MUSIC.
INSTRUCTION BOOKS for PIANO, FLUTE, HARMONIUM, CORNET, VIOLIN, and BANJO.

STATIONERY, in GREAT VARIETY.
A Large Assortment of
ELECTRO-PLATED WARE.
COLOURED and UNCOLOURED PHOTOGRAPHS.
COPIES of ART PICTURES,
by GOUPIL & Co.
TABLE GLASSWARE, in many Designs.
FINE ENGLISH EARTHENWARE.
DINNER and DESSERT SETS, &c., &c.
SOLID LEATHER and other TRAVELLING TRUNKS.
GENTLEMEN'S TOOL CHESTS.
PERAMBULATORS, Double and Single.
INDIA-RUBBER SHEET PACKING.
TUCK'S PATENT PACKING.
FAIRBANK'S PLATFORM SCALES, all Sizes.
AMERICAN COOKING and PARLOUR STOVES.
VASE LAMPS, Very Handsome.
SHIP'S MASTHEAD and SIDE-LIGHT LAMPS.
A Well Assorted Stock of
CROSSE and BLACKWELL'S STORES.
CALIFORNIA STORES.
GERMAN VEGETABLES, SAUSAGES, MEATS, and SOUPS.
NUJEEB KHAN & Co's
INDIAN CONDIMENTS:
Assorted CHUTNIES, PICKLED LIMES, PICKLED MONGOES,
PICKLED CAULIFLOWERS,
TAMARIND FISH, JAMS, JELLIES,
&c., &c., &c.

978 Hongkong, 20th January, 1877.

FOR SALE.

CHAMPAGNE, 1874,
HEIDSIECK & Co., Monopole.

DEETJEN & Co.

1m 297 Hongkong, 20th February, 1877.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE.
"WEISSLACK."
$19............per case of 2 dozen pints.
$18............per case of 1 dozen quarts.
CHATEAU LEOVILLE POYFERRE, 1869.
"VIN DES PRINCES."
$18............per case of 1 dozen quarts.
PALMER MARGAUX.
$8............per case of 1 dozen quarts.
CHATEAU BELAIR.
$7............per case of 1 dozen quarts
LORMONT.
$5............per case of 1 dozen quarts.
$6............per case of 2 dozen pints.

SIEMSSEN & Co.

592 Hongkong, 1st May, 1876.

FOR SALE.

CUTLER, PALMER & Co.'s
Celebrated
Brands of WINES and SPIRITS.

Apply to SIEMSSEN & Co.

tf. 941 Hongkong, 21st June, 1876.

ORIENTAL HOTEL,
WELLINGTON STREET, HONGKONG.
STOCKHAUSEN AND ROSE,
PROPRIETORS.

TIFFIN at ONE. DINNER at SEVEN.
Wines, Spirits, &c., of the Best Quality only.
English, French, and German Spoken.
BILLIARD ROOMS—BOWLING ALLEYS.

THE TOURIST'S GUIDE.
REDUCED PRICE $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.

The Daily Press Office.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 27th March, 1876.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.

Attention is invited to a considerable reduction in premia for Life Insurance in China.

Life Policies effected during the year 1875 Share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.

1465 Hongkong, 27th September, 1875.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co.,
Agents.

48 Hongkong, 8th January, 1875.

Intimations.

NAVAL AND MILITARY ATHLETIC SPORTS.

With the kind permission and under the Patronage of H.E. the Hon. Sir F. COLBORNE, K.C.B., and H.E. Vice-Admiral RYDER, the above SPORTS will be held

ON THE CRICKET GROUND,
THIS DAY (SATURDAY),
10th March, 1877.
Commencing at 1.30 P.M.

COMMITTEE.
Commodore G. W. WATSON, President.
Lieutenant-Colonel C. A. S. DICKINS, 28th Regiment, Vice-President.

MEMBERS.
Commander H. SALMOND, R.N.
Lieutenant W. S. P. GRAVES, R.N.
Lieutenant J. E. C. GODRICH, R.N.
Lieutenant F. O. PIKE, R.N.
W. HYNES, Esq.
Lieutenant-Colonel HALL, R.A.
Major BURTON, R.E.
Captain DUCAT, 28th Regiment.
Deputy Commissary BAKER, Commissariat Department.
Assistant-Commissary KERNAGHAN.

JUDGES.
Captain COLOMB, R.N.
Lieutenant-Colonel DICKINS, 28th Regiment.
Lieutenant-Colonel HALL, R.A.

STARTERS.
Captain DUCAT, 28th Regiment,
Commander SALMOND, R.N.

PROGRAMME,
SECOND DAY.

1—Throwing the Hammer—1st Prize, $5; 2nd Prize, $2.50.
2—100 Yards Flat Race—1st Prize, $7; 2nd Prize, $3.50; 3rd Prize, $1.75.
3—200 Yards Flat Race. Heavy Marching Order. Open to Soldiers and Marines.—1st Prize, $10; 2nd Prize, $5; 3rd Prize, $2.50.
4—Throwing the Cricket Ball—1st Prize, $5; 2nd Prize, $2.50.
5—440 Yards Flat Race—1st Prize, $7; 2nd Prize, $3.50; 3rd Prize, 1.75.
6—Wheelbarrow Race—1st Prize, $3; 2nd Prize, $2.50; 3rd Prize, $1.75.
7—1 Mile Flat Race, Open—1st Prize, $15; 2nd Prize, $10; 3rd Prize, $5; 4th Prize, $2.50.
8—Tug of War—Prize, $30, presented by the Royal Naval Dock-Yard. To be pulled for by a Single Team from the Army, Navy, and Dock Yard Employés.
9—120 Yards Hurdle Race. 10 Flights—1st Prize, $7; 2nd Prize, $3.50; 3rd Prize, $1.75.
10—300 Yards Flat Race. Open to Sailors and Marines of Foreign Men-of-War—1st Prize, $10; 2nd Prize, $5; 3rd Prize, $2.50.
11—2 Miles Flat Race—1st Prize, $15; 2nd Prize, $10; 3rd Prize $5; 4th Prize, $2.50.
12—Sack Race—1st Prize, $3; 2nd Prize, $2; 3rd Prize, $1.
13—Final Tie of Tug of War. For R. N. Dockyard Prize.
14—Consolation Race. For Beaten Runners. 300 Yards Flat Race—1st Prize, $5; 2nd Prize, $2.50; 3rd Prize, $1.75.

By kind permission of Colonel Dickins and Officers, the Band of 28th Regiment will attend to-day.

By kind permission of Admiral Rogers, Captain Stevens, and Officers, the Band of the U.S. flagship *Tennessee* will perform on the ground, commencing at Three o'clock.

Entrance to Grand Stand by Murray Pier.

Spectators are particularly requested not to pass under the ropes, as the inner enclosure will be kept clear for competitors and officials.

First Race to start at 1.30 P.M. punctually on each day.

R. S. F. WALKER,
Lieutenant, 28th Regiment,
Honorary Secretary.

347 Hongkong, 10th March, 1877.

EDUCATION.

ST. JOSEPH'S ENGLISH SCHOOL,
HONGKONG,

Conducted by the BROTHERS of the CHRISTIAN SCHOOLS, under the Patronage of Right Rev. Dr. J. T. RAIMONDI, D.D., Bishop of Acantho and Vicar Apostolic of Hongkong.

The course of Studies comprises English, Mathematics, Portuguese, French, and Chinese. The distinctive feature of this School is the care given to Commercial Education.

Applications for admission should be addressed to the Director,

BROTHER HIDULPH,
9, Caine Road, Hongkong.

The Terms are:—
FIRST CLASS BOARDERS, per month...... $20.
SECOND CLASS BOARDERS, per month... $15.

Prospectus on Application.

3m 317 Hongkong, 26th February, 1877.

DR. B. M. POYET.

Treatment of Diseases in General, and in particular of Affections of the SIGHT, EAR, THROAT, UTERUS, and GENITO-URINARY ORGANS.

Consultations in French, English, and Spanish, from 2 to 4 P.M.

31, QUEEN'S ROAD,
Opposite Messrs. Sayle & Co.

1m 316 Hongkong, 26th February, 1877.

G. O. ROGERS, DENTAL SURGEON,
No. 7, ARBUTHNOT ROAD,
HONGKONG.

227 Hongkong, 16th November, 1876.

GERMAN STEAMER *HESPERIA*, JOHANNSEN, Master, FROM HAMBURG AND LONDON, *via* SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the boats alongside the wharf are at liberty to do so.

Goods remaining in store after the 12th inst. will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary is given until Noon THIS DAY.

Bills of Lading will be countersigned by

WM. PUSTAU & Co.,
Agents.

361 Hongkong, 5th March, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.

No fire insurance has been effected.

H. DU POUEY,
Agent.

Ex *Ava*, 11th January, 1877.

THC No. 1/2		2 cases Stores.
GD No. 1		1 case Paper.
	Ex *Tigre*, 9th February, 1877.	
DR No. 257/270	N in diamond	14 cases Merchandise.
MD No. 1/2		2 casks Oil.
	Ex *Anadyr*, 22nd February, 1877.	
C&C No. 1		1 case Mechanique.
RS No. 150		1 case Clothing.
AS&W No. 1604		1 case Perfumery.
PF		1 case Hats.

Hongkong, 1st March, 1877.

Intimations.

FOR LONDON.

THE British Ship

"ANGLO SAXON,"

C. Harrington, Master, will load here and have immediate despatch.

For Freight, apply to MEYER & Co.

tf 382 Hongkong, 10th March, 1877.

FOR YOKOHAMA.

THE Steamship

"DUNA,"

Captain Steele, will receive immediate despatch for the above Port.

For Freight or Passage, apply to
GILMAN & Co.,
Agents.

tf 379 Hongkong, 9th March, 1877.

NOTICE.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

THE Certificate of the Shares Numbered 290/299, 500/502, 3418/3427, and 5918/5919 (inclusive) in this Company, standing in the Register in the name of Mr. ROBERT BERNHARD, having been LOST by him, Notice is hereby given that a New Certificate for such Shares has This Day been issued to the said ROBERT BERNHARD as such registered Proprietor of the Shares therein mentioned, and that the Original Certificate will hereafter be held by the Company as null and void.

Dated the 9th day of March, A.D., 1877.

By Order of the Board of Directors,
P. A. DA COSTA,
Secretary.

1m 383]

NOTICE.

THE Undersigned have THIS DAY CLOSED their PHOTOGRAPHIC ROOMS and Ceased to Carry on Business. Creditors are requested to send in their claims for payment not later than the 15th instant. Those indebted to us will oblige by an early settlement.

HONGKONG PHOTOGRAPHIC COMPANY.

5d 363 Hongkong, 2nd March, 1877.

WANTED, by a young married woman, with no children, an ENGAGEMENT to proceed from Singapore or Penang to Europe as SERVANT to a LADY, or in CHARGE of CHILDREN. The Advertiser has been to Europe before in charge of Children. Good References can be given. Apply to L. C., *Straits Times* Office, Singapore. [1m 274

COLLINGS'S PATENT TYPHOON AND BURGLAR PROTECTOR.

THE Undersigned are now prepared to apply the above to Windows and Venetians.

Apply to
C. E. COLLINGS, No. 20, Praya Central.
Messrs. WILSON & SALWAY, Architects.
R. G. ALFORD, Esq., Surveyor.

COMPASS DEVIATION IN IRON SHIPS, DESCRIBED PRACTICALLY,
By R. M. TALBOT,

Just published, and favourably noticed by the local Press in Hongkong and Shanghai.

PRICE TWO DOLLARS.

SOLD BY
Messrs. LANE, CRAWFORD & Co.
Messrs. McEWEN, FRICKEL & Co.
Messrs. GEORGE FALCONER & Co.
Messrs. BROADBEAR, ANTHONY & Co.
Messrs. LAMMERT, ATKINSON & Co.

1910 Hongkong, 30th November, 1876.

Notices to Consignees.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer *NESTOR* are hereby notified that the Cargo is being discharged into Craft, and landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 9th instant.

Goods undelivered after the 16th March, 1877, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.

380 Hongkong, 9th March, 1877.

FROM LIVERPOOL AND SINGAPORE.

THE Steamship *Duna*, Captain Steele, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of Mr. A. MACG. HEATON, whence and from the Boats or Wharf delivery may be obtained.

Cargo remaining undelivered after the 17th instant will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GILMAN & Co.,
Agents.

381 Hongkong, 9th March, 1877.

STEAMSHIP *PEI-HO*.
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo per Steamship *INDUS*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained from the time of landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 o'clock P.M. THIS DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after THURSDAY, the 15th instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,
Agent.

377 Hongkong, 8th March, 1877.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship *Arratoon Apcar*, Captain A. B. Mactavish, having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co.,
Agents.

7d 376 Hongkong, 8th March, 1877.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship *Penguin* having arrived, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for Countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.

7d 375 Hongkong, 7th March, 1877.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship *Macgregor*, Captain Newell, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of Mr. A. MACG. HEATON, whence and from the Boats or Wharf delivery may be obtained.

Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before 2 P.M. TO-DAY.

Cargo remaining undelivered after the 14th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GILMAN & Co.,
Agents.

372 Hongkong, 7th March, 1877.

NOW READY FOR SALE.

THE CHRONICLE AND DIRECTORY
For 1877,
(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

It contains:—

THE DIRECTORY FOR HONGKONG.
THE DIRECTORY FOR CANTON.
THE DIRECTORY FOR WHAMPOA.
THE DIRECTORY FOR MACAO.
THE DIRECTORY FOR HOIHOW.
THE DIRECTORY FOR SWATOW.
THE DIRECTORY FOR AMOY.
THE DIRECTORY FOR FORMOSA.
THE DIRECTORY FOR FOOCHOW.
THE DIRECTORY FOR NINGPO.
THE DIRECTORY FOR SHANGHAI.
THE DIRECTORY FOR CHINKIANG.
THE DIRECTORY FOR KIUKIANG.
THE DIRECTORY FOR HANKOW.
THE DIRECTORY FOR CHEFOO.
THE DIRECTORY FOR TAKU.
THE DIRECTORY FOR TIENTSIN.
THE DIRECTORY FOR NEWCHWANG.
THE DIRECTORY FOR PEKING.
THE DIRECTORY FOR JAPAN.
THE DIRECTORY FOR PHILIPPINES.
THE DIRECTORY FOR SAIGON.
THE DIRECTORY FOR HAIPHONG.
THE DIRECTORY FOR HANOI.
THE DIRECTORY FOR SINGAPORE.
THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

It is further embellished with a Chromo-lithograph of a
PLAN of VICTORIA, HONGKONG;
THE
FOREIGN SETTLEMENTS OF SHANGHAI;
Chromo-lithograph Plate of the NEW CODE of SIGNALS in use at the PEAK;
Also of the various HOUSE FLAGS
(Designed expressly for the Work);
and
MAPS OF HONGKONG, JAPAN, &c.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Complete at $5; or, with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO.........Mr. L. A. de Graça.
SWATOW.........Messrs. Campbell & Co.
AMOY.........Messrs. Wilson, Nicholls & Co.
FORMOSA.........Messrs. Wilson, Nicholls & Co.
FOOCHOW.........Messrs. Hedge & Co.
NINGPO.........Messrs. Kelly & Walsh, S'ghai.
SHANGHAI.........Messrs. Hall & Holtz.
SHANGHAI.........Messrs. Kelly & Walsh.
HANKOW and RIVER PORTS } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
CHEFOO and NEWCHWANG } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
TIENTSIN and PEKING } Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI.........The C. and J. Trading Co.
HIOGO, OSAKA...The C. and J. Trading Co.
YOKOHAMA.........Messrs. Lane, Crawford & Co.
YOKOHAMA.........Mr. C. D. Moss, *Japan Gazette*.
MANILA.........Messrs. J. de Loyzaga & Co.
SAIGON.........Mr J. H. Bloom, *Independant*.
SINGAPORE.........Messrs. Liddelow and Martin.
BANGKOK.........Messrs. Malherbe, Jullien & Co.
LONDON.........Mr. F. Algar, Clement's Lane.
LONDON.........Mr. Geo. Street, 30, Cornhill.
LONDON.........Messrs. Bates, Hendy & Co.
SAN FRANCISCO Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK.........Messrs. S. M. Pettingill & Co. 37, Park Row.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REFITTED
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
827 HONGKONG DISPENSARY.

The Daily Press.

HONGKONG, MARCH 10TH, 1877.

THE London Press express great satisfaction at the arrival of the Chinese Embassy. The leading organs of opinion consider that the appointment of two high officials as Ambassadors to the Court of St. James's marks a change in the policy of the Government of Peking, and regard it as a decisive step in advance. As it is the first time China has ever sent a properly accredited envoy to a foreign nation, this is undoubtedly true. But our London contemporaries are disposed to magnify the diplomacy that secured this concession rather much. The *Standard* says:—"No small credit is due to Sir THOMAS WADE for having thus added a proud page to British history. He will have the satisfaction of reflecting that not by brute force or intrigue has his triumph been obtained, but by simple honesty, firmness, and strength of moral character." The *Daily Telegraph*, in its usual gushing manner, quite eclipses this, however. After approving the action taken by the British Minister in refusing to allow the men accused of having caused MARGARY's death to be executed, the paper with the Largest Circulation says:—"By obstinately clamouring for the execution of suspected and possibly guilty tools of high officials beyond his reach, Sir THOMAS WADE would not have brought back the dead to life. He would merely have failed to achieve what has baffled the skill of every British Envoy for the best part of a century—the opening up of direct diplomatic relations between the Courts of St. James's and Peking. In accomplishing this splendid diplomatic triumph, one which formally procures for his Sovereign what has hitherto been denied—a formal recognition of her equality as a Potentate by the Imperial Court of China—Sir THOMAS WADE has nobly vindicated the wise moderation which distinguished his singularly successful policy." Sir THOMAS doubtless feels elated at these eulogiums. But are they really called for? Is it so very grand a triumph for Great Britain to have at length been recognised as an equal by semi-barbarous China? Might we not, years ago, have insisted upon and obtained this very concession? Is it not traceable to a lack of vigour in assuming our rights that we failed to make this a condition of peace when the treaty of Tientsin was signed? The concession may appear great to Chinese statesmen; but they will be the real gainers by it; and, after all, they made a virtue of necessity in agreeing to this stipulation. LI HUNG-CHANG knew that such a step was inevitable sooner or later, and acted astutely in allowing it to form one of the terms of agreement at Chefoo. It helped to make a show, behind which he could the more safely contend for matters of to him greater importance, notably the legal recognition of the likin tax. Lord DERBY will probably be better able to appraise the clauses of the Chefoo Convention at their true value than the London Press.

THE work of the exploration of New Guinea has been greatly forwarded by Mr. D'ALBERTIS. His recent journey up the Fly river has resulted in the discovery of a road to the interior of this vast island, which has hitherto been a closed book to civilised mankind. A new passage has likewise been found from Moatta to the Fly river both shorter and safer than the one used by Mr. MCFARLANE. In the part of New Guinea explored for the first time by Mr. D'ALBERTIS the vegetation is rich and luxuriant, the soil unusually fertile, and the population scanty. He is of opinion that it affords a fine field for planting enterprise. And so no doubt it does. But there is one very obvious drawback, putting aside the possible hostility of the natives, and that is the climate. The crew of the *Neva* were repeatedly down with fever during her cruise up the Fly river. It is true no fatalities occurred, and a good deal of sickness was doubtless due to the shortness of their supplies and the difficulty of obtaining nutritious food. New Guinea is a tropical country, and its dense jungles must be expected to be the abode of malaria. At the same time, it may prove fairly healthy when cleared and cultivated. No traces of gold were seen by the explorers, but Mr. D'ALBERTIS is evidently of opinion that the island will eventually be found to possess good mineral resources. The report he gives, and the specimens he has brought back, will be quite sufficient to inspire fresh zeal in the cause of geographical discovery in New Guinea, and a new expedition will probably soon be despatched to follow up the work he and Mr. MCFARLANE have commenced. The mountains of the interior have not yet been reached, and until these have been visited, New Guinea cannot be said to have been opened up. The vegetation of the interior bears little resemblance to that of Australia, and the productions seem to be more akin to those of the Dutch Indies. One thing is certain, that New Guinea is capable of proving nearly as rich and valuable a possession as Java, though it can never become a home for the Anglo-Saxon race like Australia. Still it is well worth the trouble of acquiring, both to Great Britain and the Australian Colonies, and it is to be hoped that very little further time will be lost before steps are taken for formally taking possession of it. We are not aware that the possession of the western portion of the island has cost the Dutch Government any great outlay, and it need not involve Great Britain in much expense to assert her sovereignty over the eastern half. The establishment, for the present, of a small trading station, on the coast, near the entrance to the Fly river, would suffice. By doing this, other nations would be excluded, and all fear of another Power being established on the northern side of the Torres Straits would be over. At present there is nothing to prevent France, Italy, Germany, or Russia from taking what the British Government has shown no disposition to acquire. It would be most ungracious for England to have to act the part of the dog in the manger, as she would most probably do in the event of one of these Powers attempting to hoist its flag on the shores of New Guinea.

The steamship *Nestor*, which arrived yesterday morning, reports that when she left Singapore the *Ulysses* was still alongside the wharf discharging cargo, and had fifteen feet of water in her forward compartment. The damage is considered direct forward and $500 will probably cover the whole cost. Her passengers have been brought on by the *Penguin* and *Nestor*.

POLICE INTELLIGENCE.

9th March.

BEFORE JAMES RUSSELL, Esq.

A PUGNACIOUS CHINAMAN.

Wong Awai, a hawker, was charged with fighting in Jervois Street. He was fined $2.

STEALING BRICKS.

Li Asing, a hawker, was charged by Antonio Jose, a contractor's watchman, with stealing bricks from a house in Staunton Street. The charge was proved and the prisoner was sent to fourteen days' hard labour.

ROBBERY FROM A POLICE STATION.

Wong Lam Sheung, coolie, was charged with stealing from the Yow-mah-tee Police Station a basket containing eleven fowls. He was apprehended as he was walking away with the basket and was now sent to three months' hard labour.

DISEASED CATTLE.

P.C. George Kay summoned Choi Along, proprietor of the Sun Hop cattle lan, for permitting a diseased bullock to be driven to the slaughterhouse whilst in an unfit state for slaughter.

Complainant said that on the 7th instant, at 6.4 p.m., the defendant brought a diseased bullock to the Slaughter-house to be slaughtered, He detected that the animal was suffering from pneumonia. He took the animal to the Central Station, and Inspector Orley examined it. It was sent to Kowloon. Defendant generally killed at half-past four or five o'clock, but he did not bring this animal till it was dark. The man who appeared to answer the summons was not the master.

Inspector Orley said he saw the animal. It was in an advanced state of pneumonia, and was totally unfit for human food.

The defendant said he did not know that the animal was diseased.

He was fined $50; in default, two months' hard labour.

NAVAL AND MILITARY ATHLETIC SPORTS.

FIRST DAY—March 9th.

Punctually at the appointed time the competitors for the first race came to the scratch, in what might fairly be called the first day of summer, if a calm day with a scorching sun has anything to do with the making of summer weather. The attendance was very large and the sport good, and the arrangements both for competitors and spectators all that could be desired. The band of H.M.S. *Audacious* played at intervals during the afternoon, near the grand stand. The sports will commence to-day at half-past one, and on this occasion, by the kind permission of Admiral Rogers, Captain Stevens, and officers, the band of the U.S. flag-ship *Tennessee* will play at intervals during the afternoon, as well as the band of Her Majesty's 28th Regiment. The following are the results of yesterday's programme:—

1—Boys' Race. 200 Yards—1st Prize, $4; 2nd Prize, $2.

Four came to the scratch for this sprint, and a very good race resulted in a dead heat between Goulder and Somers. It was intended to run it off later on, but Goulder having been scratched, the race fell to Somers. Time, 27¼ sec.

2—Putting the Shot—1st Prize, $5; 2nd Prize, $2.50.

Putting a shot of 24 lbs. weight three times each. Macnamara (28th Regt.), 23ft. 6½in., 1; Hunt (Royal Artillery), 23ft. 5½in. 2.

3—Long Jump—1st Prize, $5; 2nd Prize, $2.50.

Half a dozen competitors came out for the long jump, two seamen, two men of the 28th, and two gun lascars. The seamen were soon put out of court, and it was evident the result would lay between a gun-lascar and 28th man. Three jumps each. Vengy (gun-lascar), 16ft. 8½in., 1; Kearns (28th Regt.), 16ft. 6in., 2.

4—1 Mile Flat Race. Open to Sailors and Marines—1st Prize, $10; 2nd Prize, $5; 3rd Prize, $2.50.

This race brought out three seamen and three marines. They stated at brisk pace, one man taking a strong lead, which he maintained until the last lap, when he was easily disposed of by Johns, and afterwards by Ruse and Glover. Johns (*Audacious*), 1; Ruse (*Audacious*), 2; Glover (*Audacious*), 3. Time, 5min. 35¾sec.

5—Water Bucket Race—1st Prize, $3; 2nd Prize, $2 50; 3rd Prize, $1.75.

This was a rather tame affair. There were three prizes, and only three starters, and as each was sure of a prize there was not much of a contest, in fact the pace at which the buckets were carried was only a jog trot. Green (*Audacious*), 1; Hazolett (28th Regt.), 2; Sullivan (28th Regt.), 3.

6—1 Mile Flat Race. Open to Men of Garrison. Presented by W. M. MORGAN, Esq.—1st Prize, $10; 2nd Prize, $5; 3rd Prize, $2.50.

This race brought out a dozen runners, and in the third lap two turned it up, and the completion of the fourth saw the number reduced to seven. Close, who it was expected would win this race, ran waiting, and in the fifth lap got second. Thornley put on a good spurt at the commencement of the last round and got so far ahead that he was never overtaken. Close left his final spurt too late, and Thornley won by ten yards. Thornley (28th Regt.), 1; Close (28th Regt.), 2; Callaghan (28th Regt.), 3. Time, 5 min. 11½ sec.

7—120 Yards Hurdles. 10 Flights. Open to Officers of the Army and Navy and Members of the Hongkong and German Clubs.—1st Prize, Cup valued $25; 2nd Prize, $10.

Three started for the obstacles, Mr. Barry getting over first. It was a pretty race all the way, and Lieut. Walker won easily by ten yards. Lieut. Walker (28th Regt.), 1; Mr. Barry (*Audacious*), 2; Mr. Garforth (*Audacious*), 3.

8—Tug of War—1st Prize, $16; 2nd Prize, $8. 28th Regt. v. Royal Marine Artillery, H.M.S. *Audacious*.

This bout was pretty much on one side; the infantry men, never yielding an inch, gradually pulled their opponents off their feet, and won in about 60 sec.

Royal Artillery v. Blue Jackets H.M.S. *Audacious*.

There was nothing of the pull devil pull baker about this contest, and the R.A.'s soon disposed of the men-of-wars' men, without giving an inch of their ground.

9—Half Mile Flat Race. Open—1st Prize, $15; 2nd Prize, $7; 3rd Prize, $3.

For the half-mile spin, eight came to the post. Two were settled in the second round, at the finish of which Thornley had a good lead. In the last lap, however, Close put on one of his usual spurts, and won easily by four yards. Close (28th Regt.), 1; Thornley (28th Regt.), 2; Averis, (28th Regt.), 3. Time, 2min. 20sec.

10—High Jump—1st Prize, $5; 2nd Prize, $2.50.

The ten contestants in high jumping were speedily reduced to four, amongst which two lascars jumped very well, but they had to retire, and left Teekle and Suter to take the two prizes. When the height had been raised to 4ft. 10in. Suter cleared, leaving Teekle three tries at that, which he failed to get over. Suter (28th Regt.), 1; Teekle (28th Regt.), 2.

11—Veteran's Race. 300 Yards Flat Race. For Men of 17 Years' Service and Over—1st Prize, $7; 2nd Prize, $3.50; 3rd Prize, $1.70.

Four veterans came out to try conclusions at 300 yards, all doing their best, and, in not bad time, finished with Massey in front by about five yards. Massey, (28th Regt.), 1; Mather (28th Regt.), 2; Parker, (28th Regt.), 3. Time, 40½sec.

12—200 Yards Flat Race. Heavy Marching Order. Open to Blue Jackets only—1st Prize, $10; 2nd Prize, $5; 3rd Prize, $2.50.

Three blue jackets, all from the *Audacious*, contested in this race. Won by four yards. Pinfield, 1; Ruse, 2; Wheeler, 3.

Tug of War.—Deciding Pull.—28th Regt. v. Royal Artillery.

This was just as easy a victory for the 28th as their contest with the Marines. In a very short space of time the Artillery gave ground, and their opponents, once having obtained a slight advantage, soon ran away with the rope.

13—Three-Legged Race—1st Prize, $4; 2nd Prize, $2.75; 3rd Prize, $1.75.

For this comical event seven pairs started. A false start sent two pairs all the way to the tape, and of course they had to go back and try again. The finish was a very close one, not more than a yard separating the first and second pairs. Kearns and Brown (28th Regt.), 1; Brown and Pople (28th Regt.), 2; Pinfield and Sibley (*Audacious*), 3.

14—120 yards Hurdle Race for Officers of both Services. Two Prizes.

Five competed, one failing to clear the first hurdle; Mr. Lodwick (28th Regt.), however, got the lead, and won by a good yard, Mr. Lingham, R.N., second.

A clever old lady, just arrived from the country, entered a refreshment room at a railway station, the other day, and said she had left her purse on the seat. A general search commenced, and lasted for some time. Finally one of the waiters asked the old dame when she left it, to which she answered, on counting her fingers, "Well, it was three years ago last 4th of August." There was a general roar, much to the astonishment of the old lady, who went away with a very puzzled look upon her countenance.

Our American cousins are the inventors of some very ingenious money-boxes. One is in the form of a frog. You put a penny into its mouth; it gulps it down at once, and at the same time rolls its eyes about, as if swallowing coins were a very pleasant pastime. Another consists of a box with a slit attached to a miniature race track. When the penny is dropped into the slit, two or three tin horses at once proceed to race round the track. A third represents a portly individual seated in a chair. The coin is placed in his hand, whereupon he pockets it in the most natural manner, by inserting it in a slit placed in the position of a coat pocket.

HOME AND CHINA AFFAIRS.

(From our London Correspondent.)

LONDON, 26th January.

CURRENT TOPICS.

The dearth of home news still continues. The conference at Constantinople being at an end, the Queen has gone to Osborne, and her Ministers to the provinces. A few Conservative demonstrations have been made in the North, with every appearance of success. The disorganization of the Liberal party continues to be intensified; in fact, it is almost certain that the leaders of the Opposition will support Government on the Eastern Question in both Houses. This subject has proved a most disastrous topic for the Liberal party. Mr. Gladstone's attack upon the Ministry is deeply resented by all classes of the community. He is accused of weakening the hands of the Government at a juncture when it was above all things desirable that the country should display a decided and determined front, and to him is attributed the prolongation of the Servian war and the aggressive attitude of the Czar. Mr. Bright again, with his crude, Quakerish notions, has been generally condemned, even by his own followers. I do not think there will be any division on the Queen's Speech, and I feel very sure, even should Government not be allowed to walk over the course, that they will win in a very easy canter.

THE EASTERN QUESTION.

I need hardly say that the Eastern Question has continued to be the burning topic of the week. In my last, I stated that Midhat Pasha, the Grand Vizier, had summoned the Great Council of State, as organised under the new constitution, and that he submitted the minimized demands of the Powers to that august body, which at its sitting on Thursday, the 18th, had unanimously decided upon their utter rejection, as being derogatory to the dignity and independence of the Sublime Porte. The Conference met on Saturday, as arranged, to receive the reply of the Turkish delegates. The decision of the Grand Council had been published far and wide, and the breaking up of the Conference was, of course, a foregone conclusion. Safvet Pasha after pleading this decision as the pretext for the rejection of the proposals of the Powers, attempted to suggest the possibility of an understanding between the Porte and the Powers, but Lord Salisbury curtly replied that, after the refusal of the two guarantees that had been demanded as an irreducible *minimum*, no common basis of discussion seemed to be left. It was impossible to go lower than the Powers had gone. The Porte had declined to concede the attenuated items of the original programme, and there was no word more to be said. General Ignatieff spoke in the same sense, adding, however, his advice that the Porte should undertake no hostilities against Servia or Montenegro pending the armistice, and making also a statement that the Delegates had received petitions from oppressed Christians in all parts of the Empire soliciting intervention on their behalf. The Conference had been unable to attend to these petitions, as to do so was beyond the scope of their appointment; but the General seems to have wished that the fact such petitions had been received should not be overlooked. So the last scene of the Conference terminated. Lord Salisbury, previous to this final meeting, had sought and obtained interviews with both the Sultan and Midhat Pasha. He found the former helpless and nervous, too hopelessly a prey to a variety of fears to be capable of independent thought or action. Midhat was not only firm, but even harsh and absolute.

The following day, Sunday, the 21st, there was a State ball at the Austrian embassy, whereat it was arranged that the minutes of the final meeting of the conference should be verified by the signatures of the respective delegates. This formal proceeding was accordingly carried out by the six powers, but the Ottoman delegates, though invited, neither came nor excused themselves. In fact, Midhat, who had also been invited, was, at the very time the ball was being held, attending a demonstration against Russia "got up" by a Hungarian deputation. It was resolved by all the Powers to withdraw both their special delegates and their accredited ambassadors, leaving the respective legations in the hands of *chargés d'affaires*. This step was intended to be carried out with a degree of simultaneous indignation, supposed to be adapted to the stringency of the case and the discomfiture of the Turk; but everything combined to add *éclât* to the diplomatic victory of the Porte, and to give a comic side to the utter failure of the Powers. Some of the delegates sought an interview with the Sultan, but he declined seeing them because he had a tooth-ache. Then all was hurry-scurry for an exodus, but here the elements interfered. A heavy gale of wind sprung up, which continued for several days. Some of them rushed on board the steamers engaged to carry them away, but not one of these vessels dare lift her holding tackle. It is said that Lord Salisbury wished Sir Henry Elliot to leave with him, but that Sir Henry firmly declined. I think that all now have left. Lord Salisbury left in an Austrian passenger steamer chartered for his accommodation. Sir Henry left a day or two after in a British man-of-war. Just previous to the departure of the latter, a deputation of British subjects resident in Turkey called upon him and presented a very flattering address, in reply to which Sir Henry declared that he firmly believed in the future of Turkey despite her vicissitudes and political embarrassments.

It is well known that Lord Salisbury and Sir Henry are at daggers drawn on the subject of the Eastern Question, and that their conflicting opinions formed a thorn in the side of the former which he could by no means remove. General Ignatieff and Sir Henry have been fencing fiercely for years at the Court of the Sublime Porte, and Sir Henry not only proved himself the best man, but always showed himself ready for a "set-to," so much so, that the relations between him and the Muscovite were simply execrable. Now it certainly must have annoyed Sir Henry beyond measure to find that Lord Salisbury took General Ignatieff's part, and completely threw himself upon the Russian's friendship. It gives rise to the idea that Sir Henry, in resentment, might have been the adviser of the Porte, and thus have been the cause of the failure of the Conference; and in this light the good faith of the British Government stands impugned. The reply is easily to be seen. The Czar could not expect Lord Derby to remove Sir Henry so long as his enemy, General Ignatieff, remained. Surely when we sent a Minister of State to supersede our Ambassador, the Czar might have done the same, but no doubt the Russian Chancellor concluded that Lord Salisbury's appointment meant the withdrawal of Sir Henry, and so Ignatieff was made Ambassador and Envoy too.

The object of Lord Salisbury's mission was to keep the peace between Turkey and Russia, and there can be no doubt that his entire aim was to carry out this object. The outcry that has been raised against this statesman both by the Turkish Government and by the European faction devoted to it might well have shaken the courage of any man cast in a less heroic mould. There is hardly an attack virulent or scurrilous that his adversaries have spared him. They have described him as a Russian agent, a mere dupe in the hands of the wily and unscrupulous General Ignatieff. They have led the Turks to believe that his policy is simply a crotchet of his own, at variance with that of the Cabinet of which he is a member; indeed, in sheer contradiction to all the views of his colleagues. The Turks have eagerly taken up the ory. They declare that they know the real mind of the English people better than England's special Delegate. They are sure that "Bono Johnny" will always be their stoutest friend and trustiest ally. They profess that their love for him is unchanged, and that there is nothing in the proposals of the Conference, nothing in the world that they would not gladly and readily grant if by it they could please England; but that at the bottom of those proposals there is Russia, and they will fight to the last drop of their blood rather than give in to a tittle of Russia's demands. The aim of the Turks and their friends is, of course, to detach England from Russia and to do away with that good understanding which ever since Lord Salisbury's arrival has sprung up between the representatives of the two countries. For such among the Turks as have not altogether gone mad are aware that if those two Powers combined were to take upon themselves the task of enforcing the will of the Conference, the chances of resistance for Turkey would be very small. Whether or not Lord Salisbury might rely on the support of the Government and people of England in the event of his pledging his country to go hand-in-hand with Russia for warlike as well as for peaceful purposes is what would remain to be seen, if Lord Salisbury had to stand up for the course he has pursued in Constantinople in the Assembly of his peers in England. My conviction is, when the proceedings of the Conference shall be published, that we shall find some awfully strong language was used between Turk and Muscovite. The *France*, a Paris paper, gives the following *résumé* of Ignatieff's concluding speech. *The Times* pooh-poohs it, but it reads to me remarkably like the truth. "The worst enemies of the Sultan would not have dared to destroy what the Sultan has just destroyed himself—the Treaty of Paris. The Porte has now placed itself outside the concert of nations. Diplomatically speaking, there is no more Turkey in Europe; but the Porte must not forget that Europe still exists—strong, united, and humane. It was an exceptional opportunity for the Ottoman Empire to take an honourable position, and to obliterate the past. The Sultan did not understand the opportuneness of making a few concessions to the Powers who for so many years have given him gratuitous protection. Europe will watch over the Christians of Turkey more attentively than heretofore. Let the Porte take care. Let it undertake nothing against the security of the life or property of its Christian subjects. Let no complaint, no dying cry—(*sic.*)—come to the ears of the Powers. Let Servia and Montenegro keep their independence, and do not let their tranquillity be disturbed. Let the unhappy provinces ravaged by fire and sword last May be respected at least as cemeteries—(*sic*). Let the liberty of Crete remain untouched. Let Epirus and Thessaly be free from persecution. That is what the Conference—or, rather, what Europe—has to say to the Porte. By rejecting our proposals, the Sultan expected to throw off the tutelary guidance of Europe. It did not see that henceforward, on the contrary, the superintendence of the Powers, which it seeks to avoid, will be exercised on its Government in a terrible and avenging manner—(*terrible et vengeresse*)—till the hour comes when it may please the Porte to reconcile itself with Europe."

THE NEXT STEP IN THE EASTERN QUESTION.

The question now arises, what will be the next move? When presenting the Note explanatory of the conduct of the Porte at the Conference, the Turkish representatives were instructed to declare that the course of policy which the Porte meant to follow was to avoid on one side every provocation and to concentrate on the other side all its attention on internal reforms. The Porte was, therefore, resolved not only not to attack Servia and Montenegro, but, on the contrary, to take advantage of this pause to make peace with them. Since then a deplomatic circular has been issued in order to justify the conduct of the Porte in rejecting the proposals of the Powers. It says that the programme for the Conference as proposed by England, and which Turkey had accepted, contained four essential points:—1. That the institutions to be chosen for the three Provinces should not be such as might make them into tributary Provinces. 2. The aim of these institutions was only to be to give the inhabitants a certain control over the administration. 3. The *status quo ante bellum* for both Servia and Montenegro. 4. That the Conference should take as its guiding principle the independence and integrity of the Ottoman Empire. It is on these conditions that the Porte had consented to the Conference. In opposition to this the majority of the Conference had decided on an autonomous Bulgaria, which was only to pay a fixed sum yearly, like the tributary States; it has decided on a notable cession of territory to Montenegro; it has claimed for the Powers the right of approval or disapproval of the Governors, and has set up an International Commission composed of foreigners to control the administration. These proposals are in direct contradiction with the principles laid down in the original programme for the Conference. The Porte, in rejecting them, has remained faithful to the original programme, and has tried all in its power to bring back to this basis the majority of the Conference. The Porte consented to a Commission of Control, not composed of foreigners, but elected by the inhabitants, who would thus have had that very control on which the English programme laid such stress. The Porte did not consent to give up entirely or partially its right of appointing the Governors, as it saw therein a violation of its independence. Yet, in spite of this, the Grand Vizier, animated by the wish to bring about an understanding, went so far as to offer to consult the Powers on the first nomination of the Governors. He only wished to save the form and to avoid the mention of this in the Protocol, so as not to establish a principle and a precedent. Besides this the Porte accepted in principle a cession of territory to Montenegro.

THE RUSSIAN MEMORANDUM.

On the other hand, the Russian Government has prepared a memorandum, the contents of which have been made known. This document, after summing up the various phases through which the recent crisis has passed, will remind Europe that she has all along regarded the occupation of Bulgaria by foreign troops as the only effective means of arriving at a definitive amelioration of the lot of the Turkish Christians. She will remind the Powers that the Czar's autograph letter to the Emperor of Austria indicated that Russia then considered, as events entitle it still to consider, the simultaneous occupation of Bulgaria, Herzegovina, and Bosnia by Russian and Austrian troops and of the Bosphorous by the united fleets of England and France as the only real solution of the problem. She will also remind them that after the refusal of Austria, England, and France to join her in this arrangement, she entered on more direct and individual intervention; that the Czar in his Moscow speech announced his resolution of acting alone, if necessary; that Russia has taken measures, indeed, to that end by mobilizing her troops, and was about to exact by force from Turkey what she knew before hand could not be obtained by any other means; but that the States of Europe at that moment manifesting a desire to deliberate together in the hope of influencing the resolutions of the Porte by joint and pacific action, Russia, actuated by a desire for peace she had never concealed and by profound deference for the pacific wishes of Europe, agreed to share in common diplomatic action, fusing her individual policy with that of entire Europe. The Memorandum will here recall the fact that thenceforth Russia, in order to preclude any charge of *arrière pensée*, subscribed to every concession, and that, wishing to give room for a complete demonstration of the refractoriness and ill-will of the Porte, she agreed to reduce her original demands, in concert with Europe, to such a *minimum* that the Plenipotentiaries with one accord recognized the impossibility of going further, and were met by an inflexible resistance of Turkey to the will of all Europe, and her firm resolve to resist all coercive measures. Henceforth Russia thinks herself entitled to reckon on the continued collective efforts of Europe, and on a common procedure by the Powers participating in the Conference, whose accord or common ulterior action has not been destroyed by the termination of the Conference. The Memorandum will conclude by informing the Powers that Russia proposes to communicate shortly to the signataries of the Treaty of Paris a programme on which she will invite observation, and to which she will seek to obtain their adhesion.

MR. BRIGHT ON DEATH PUNISHMENT.

The *Jewish World* publishes a series of letters in favour of the abolition of death punishment. They include communications from Mr. Peter Taylor, M.P., and Professor Newman, together with two from Mr. John Bright, who, addressing the editor of the paper named, says:—"I beg to thank you for sending me your article on Death Punishments. I take your view on this subject. I believe with a different mode of punishment we should have fewer murders, and therefore life would be more secure. I have, from time to time read all that has been urged on both sides of this question, and am convinced that those who are against Capital Punishment outreason their opponents. I understand that a Bill is to be brought into the House in the course of the next session, for the abolition of the death penalty. Should that be the case, I shall have the pleasure in voting for it, as I have done on former occasions." In the second letter the right hon. gentleman expresses a wish that the public attention could be roused on the question. "I believe," he goes on to say, "Mr. J. W. Pease, M.P. for South Durham, will bring the subject before Parliament during the coming Session. As for my views upon it, I have always condemned our law in regard to it as un-Christian and unphilosophical, and have spoken upon it, in that sense, in the House of Commons. If you can turn to the second volume of my published speeches you will find, under date of May 3rd, 1864, what I said on Capital Punishments in one of the debates on Mr. Ewart's motion for their abolition. I wish our professed Christian writers were as Christian as you are on this sad subject. The hangings of the past few weeks (the letter is dated December 26th, 1876) have been shocking to me, and I marvel at the insensibility of my countrymen."

Recreation, does not mean idleness, and it may mean labour. A wise man will so arrange his labours that each succeeding one shall be so totally different from the last that it shall serve as a recreation for it.

JOURNAL OF THE EXPEDITION FOR THE EXPLORATION OF THE FLY RIVER.

BY L. M. D'ALBERTIS, C.M.Z.S., ETC.

(Concluded.)

July 22nd.—We had a much worse night than the preceding, for on the tide changing we found ourselves across the channel with the bow in the middle of the water and the stern on a dry bank. We set to work to get her out of this dangerous position, but when we succeeded we got in a worse state, for the strong current carried her on the opposite bank, on which we remained so fixed in the mud in a very inclined position that she could not be moved. The tide was falling all the time, so at last the *Neva* was lodged on a slippery mudbank and nearly capsized, and was only prevented from overturning and ending her career in this place by the old roots of Mipa palms preventing her slipping and capsizing entirely. At daylight it was dead low water, and I sent on shore everything I could get out of the *Neva*. As the tide rose the water entered the vessel and four men were employed in baling the water out. We succeeded at last by great exertion to get her afloat again. July 23rd.—No change in the weather. The natives and some of the men crossed the island and saw the sea on the Kiwai side, and found it very rough. Last night we dragged the anchor, and this morning found we were some hundred yards from our original position, and at low water had only half a fathom; returned to our former anchorage and took every precaution to prevent a recurrence. July 24th.—The night has been really calm, so we steamed out thinking to reach Parana, but in the morning the wind freshened, and we had to stop again. I directed the steam to be ready by 4 a.m., so that if the night should be calm we might start and reach Parana before the strong breeze set in. July 25th.—The night had been calm, but we were not ready to start before 6.30 a.m. The strong wind came on as the sun rose; we made an attempt to go but failed, for out of Mibu it was too stormy for an open boat like the *Neva*. As it was we shipped three seas one after the other, with some damage to the stores and collections, and likely to be followed by worse consequences, so we returned to the channel first pointed to us by Maino in sight of Kaiwai, and anchored. I sent Dawan and some men in the boat to buy a pig and some yams at Kiwai. The natives were unwilling to sell, but Dawan pointed out to Bob, one of the men, a fine pig and told him to kill it. This being done, he afterwards paid for it with a large knife, a blanket, a crimean shirt, and a pair of trousers. July 26th.—A fine day and calm, but a heavy swell on the sea from the gales on the previous days. When the men were on shore to-day with the pig, some natives arrived and, seeing the dead pig, began crying out, but when Dawan told them it had been well paid for, they were satisfied, and went away in their canoes to the village at Kiwai to secure the price which was left in the hands of others for the proprietor. July 27th.—Rain during the night. Left at 5 a.m., but we had to return to our anchorage. Maino got so alarmed at the sailing qualities of the *Neva* in a rough sea, that when we arrived at our anchorage, he requested to be put on shore, telling us he would never again expose himself to so dangerous a position, so I had to promise that I would not again leave except the day was calm. It rained to-day, so we filled our casks with fresh water. From the 28th of July to the 1st of August detained by the weather, living on game and some yams purchased from the natives. August 2nd.—Calm night. Left at 5.30 a.m.; Dawan did not come on board, so I left him behind with his friends. We arrived at Parana Island, passed in the channel, between it and New Guinea, attempted to go as far Yarru, but out of the channel we found shallow water, and the wind was too strong and the sea too rough to proceed, so we turned back and anchored in the channel between Bampton or Parana Island and the mainland of New Guinea. Sent to buy provisions at Wigbi, a village on the mainland opposite to Mibu, where they obtain yams, bananas, and cocoanuts. We have now ascertained that there is a passage from Rampton Island to Kiwai by the mouth of the Fly River west of Mibu, and it is probable that a future survey may discover a channel for larger ships. Two men attacked by fever this day. Dawan joined this day, coming in a native canoe. Aug. 4.—Left at 9 a.m. for Jarru, and Maino proved to be an excellent pilot. Except on two or three occasions we had always two or three fathoms of water or more the nearer we approached to Jarru. So here also a channel might be found for vessels larger than the *Neva*. We had no accidents this day, but I am certain that we cannot go to sea with a head wind and rough sea in safety, so I do not intend to attempt it any more. August 5th.—Remained at anchor all day, and visited the little island, where we found it had been used as a station for beche-de-mer. August 6th.—Remained at anchor and got a good supply of birds and fish. August 7th.—Left at 7 a.m. for Katow, passed between the main land and Jarru, arrived at Katow, entered and anchored in the river at 10.30 a.m. So this day we had completed our passage from Mibu to Katow, passing inside all the islands close to the mainland, saving many more miles than by the passage south of Bristow Island, Bampton Island, and Mibu. If a deeper channel could be found no doubt this will be found the best course to be adopted for the Fly River. I asked Maino before he landed to sell or to get some one to sell me a pig and I requested him to send on shore for the pig. He held a long conversation with his wife from the steamer to the shore, who seemed opposed to selling the pig. At last Maino spoke very decidedly, when the pig was brought, paid for, and killed; and Maino landed with his luggage and suite to his great satisfaction. August 8th.—This morning Maino sent us a present of taro, and we purchased from the natives some bananas and cocoanuts. I asked Maino to send some provisions on board, so that we might have at least five days' rations on board, so if we on leaving should be detained by the weather at some uninhabited island we should have sufficient supplies, but the natives did not bring any, so when it was dark I let off some rockets, with the hope that to-morrow the natives would be better disposed. August 9th.—The rockets had the desired effect, for early this morning natives came with yams, taro, and bananas, which we purchased with tobacco, which we found the best article for barter at this place. Two men ill with fever. August 10th.—More natives came to-day to sell *provisions*; but one demanded an axe for a cocoanut, which I refused. August 11th to 26th.—Strong gales and heavy seas prevailing, could not leave, and had some difficulty in procuring food for all the crew, but what with pigeons, megapodius, and cockatoos, parrots, and fish, and a few bananas and taro from the natives we were not exactly in a starving state. August 17th.—The weather more moderate, if we had provision on board we might have left. This afternoon Waima, another chief of Moatta, came on board and asked a blanket, shirt, trousers, and a large American axe for a pig. I consented, and sent the men to the village to get the pig, when Dawan suggested to the chief to ask for a gun instead of the other articles he had proposed, so the men returned without the pig, and I was angry with Dawan for his interference. August 18th.—I went on shore early this morning with four men to the village to inquire about the pig. Dawan appeared, and after much altercation a fight appeared imminent; but by threatening to fire rockets, I kept the natives at a distance. Maino came and said I had to send a man to kill the pig, as it could not be held, but fearing for my men, I asked to see the pig first, which, after a little delay, was driven to us, killed, and paid for amidst great shouts of laughter among the natives. Dawan had fled into the bush frightened. We all parted friends as before, and Maino told me not to take any notice of Dawan, who was one of those "who talked much, but thought little." The pig was afterwards carried to the dingy, followed by about 100 natives. I threw some tobacco among them, and the struggle amongst the crowd to get a piece of this, to them precious commodity, caused a good deal of laughing, and good humour prevailed among them. I bought from a native two human skulls taken by him from a bundle hanging in the front of the house of the young men. The natives have promised to supply me with all the food I may require, but I do not place much dependence upon them. August 19th.—At 3.30 a.m. we were ready to leave, but having been told it would be dangerous to leave in the dark, I waited for daylight, but the wind increasing very much I was obliged to put off our departure.—August 20th.—The weather still very bad. As the natives brought no provision for sale I sent the men to get some bananas from a plantation. Some natives from the interior are soon expected at Moatta with sago. One of the men sick. August 21st.—About two hundred men and women from the interior passed this morning in sight of the *Neva* going to Moatta with sago, exchanging it for cocoanuts. They left again soon after, but none could be induced to sell any to us or to come near. I observed the women wore the small grass petticoat, as at Yule Island. Mr. Wilcox ill. August 22nd to 23rd.—Still detained by the state of the weather. August 24th.—The weather being sufficiently calm, I left at 5.30 a.m., but we soon struck on the left bank at the mouth of the river, and did not get afloat again until past 10 a.m. when we had to go back. August 25th.—As we could not start early I deferred it to the next day. August 26th.—As early this morning we had only a steam pressure of 22lb. I would not leave until it had a pressure of 40lb. which occasioned some loss of time, and with a receding tide I directed the course, and considered we were almost out of danger, when we found we were in only half a fathom of water. I gave orders to stop, but by some accident the rope of the boat got entangled in the propeller which caused some delay to cut it. In the meantime the wind and the current sent us on a sand-bank, on which we struck so hard as to be unable to move, and ran a great risk of filling with water from the heavy breakers; on the tide flowing we again floated, but being too late to leave we had to return. From the 27th to the 31st the weather was too tempestuous to leave, and some difficulty in purchasing food. The men were, however, very successful in procuring a supply of game. September 1st.—Nothing particular to mention from this day to the 5th, except the difficulty of purchasing a sufficient supply of food from the natives; but this day two of the pearl shelling boats called here, and we were glad to get some biscuit and rice from them. September 6th.—The pearl [illegible] as soon as we were out of the river we found that what was fine weather for the decked boats, was bad for an open heavy steam launch, and Palmer advised me to return, notwithstanding he complained a good deal of our long detention at this place. September 7th.—Finding that every day I was exposed to new difficulties, respecting getting a supply of food for the crew, I considered it advisable to send the boat to Brother's Island to ask for some supply of provisions from Captain Redlich, who has a beche-de-mer station on that island. I expressed this proposal to the men, and they agreed to it, so that four of them will start at 1 a.m. to-morrow. September 8th.—As arranged last night, the four men left at about 1 a.m., and we were not a little surprised to find Captain Redlich calling at Katow in the afternoon. He will sail again to-morrow. I requested him to take six of my crew to Somerset, whom it is my intention to discharge, from the difficulty of procuring food for them, and they also expressed a wish to leave. Captain Redlich consented to take them, and he left at 2 p.m. on the 9th of September for Somerset, with the engineer and Jackson, and the other four he will take from his island where he will find them. Wrote to the Rev. Mr. M'Farlane to pay the men and discharge them before the Police Magistrate at Somerset. Mr. Wilcox, Bob, a South Sea Islander, and the cook, a Chinese, remained with me. September 10th.—I felt relief to-day as I am now quite independent of the natives for food, having but few persons on board. Eight native canoes, Waruki informs me, are fitting out for a fishing party to leave to-morrow. September 11th.—All the people of Moatta, except two or three families, left this morning on the fishing excursion. September 12th.—About 6 p.m. I saw a sail; it was our dingy returning from the Brother's Island; they reported that they got no provisions, as Captain Redlich was absent. I told them what occurred in their absence, and they accepted my advice to return to Brother's Island, and that Captain Redlich would take them to Somerset; at this they were very delighted and would not stay the night, but left again immediately. They gave me the news of the murder of Dr. James, at Yule Island. From September 13th to 17th nothing of particular interest, except that this day, for the first time, a canoe with women came near the *Neva* to sell cocoanuts. 18th.—The canoes returned from their fishing expedition. On the 22nd, some canoes that arrived from Kiwai some days ago, with sago, are returning, taking with them some young banana and other plants. On the 23rd, in the morning, Moatta village was in a state of alarm, and all the men had left the village to repel an attack from some island tribe. I observed, however, that the women passed near the *Neva*, going to their usual work. About 4 p.m. I saw the natives returning, and they seemed to be carrying a wounded or dead man. They would not permit Mr. Wilcox to enter the village, but told him they did not fight, as the bushmen ran away as soon as they appeared. On the 24th Captain Redlich arrived bringing me provisions and letters, and returned on the following day. From September 25th to October 4th nothing has occurred worth mentioning, except that the Moatta people being now friends with the inland tribes, enabled me, with the assistance of the tobacco I received from Somerset, to purchase specimens of natural history from them. On the 5th a large canoe arrived from Wigbi. October 6th to 15th.—Nothing of importance. On the 16th some natives from the interior visited Moatta to-day, in order to purchase fish, giving in exchange sago and bananas. Five canoes also arrived from Wigbi; there was a man with them who had a gun and spoke English very well, and two others armed with clubs; they wished to come on board; I would not allow them to come armed on board, as it is not the usual custom among natives. So I told them to go away, which they refused to do for some time until I took my rifle. Bob, at Tureture met the same man; it seems that he has been to Sydney on board of one of the Pearl Fishery vessels. October 17th.—Finding that the weather was breaking and likely to be fine, we put the *Neva* in order for leaving. From the 18th to the 29th nothing worth mentioning, except that two pearl-shell boats came for provisions and water; a white man was in charge, but they had to go four miles distant for fresh water, and the natives and ourselves could only obtain it from the same distance. The Moatta people are much annoyed at seeing the inland natives receiving so much tobacco for animals, &c., and they have tried to prevent their coming and even threatened to fight them. October 30th.—The natives say the weather will now moderate and be fair, so I shall make every preparation for taking my departure for Somerset. November 1st.—A boat arrived to-day with two native teachers—Lachat and Elia—from Cornwallis Island, sent by the kindness of Mr. Macfarlane with a letter. They told me the weather was fine and calm, and would continue so very probably for a few days. They left again in the afternoon. November 2nd.—One of the inland natives brought me this *morning* a beautiful snake of a species I had never seen before. Left at 10 a.m., and on arriving at the entrance of the river found the weather fine, and steered for Cornwallis Island with a gentle breeze and aided by our jib sail went at the rate of six miles an hour; passed north of Saibai, and anchored at Cornwallis Island at 4 p.m. The two following days we occupied ourselves in getting a supply of wood and water on board in which the teachers aided me by lending their boat with two boys. On the 5th I attended the service conducted by the native teachers in their little church, about one hundred natives were present—men, women, and children; almost the whole of them neatly dressed; they seemed very attentive to the service. November 6th.—The wind being fresh, and our anchorage not safe, I left for the Brothers Island, and arrived after a run of six hours. The passage was not pleasant, for the wind was fresh, and the sea was rough, but I knew there was no danger of rocks or shallow water during the passage. The men had to bale the water out, and it was with some difficulty that it was kept from rising to the furnaces and putting out the fire. On the following day (7th.) Bob, the South Sea Islander, made a raft to go on shore to look for the dingy, but he found that Captain Redlich had removed to Pumpkin Island, and as Bob did not see the dingy it was probably taken to that island. It is blowing very hard; but our anchorage is safe. November 8th.—Bob went on shore and made such arrangements as would enable us to get on the island. The wind still continues to blow very strong. On the following day again landed to cut more wood, and obtained some birds. The Chinese cook was bitten by a snake of a poisonous species, and the symptoms, in less than ten minutes, were very alarming. I incised the wound, allowing it to bleed freely. Applied ammonia, and gave brandy and ammonia internally. The next day (10th), the cook was much better; he was very ill during the night but on the following day (11th) he was so much improved that I considered him out of danger. November 12th.—The weather being fine and calm, left the Brothers' Island at 10 a.m. and anchored at Mount Ernest, where Mr. Jardine has a station. The next day was windy, I started for Somerset, but was obliged to return after going a few miles from the stormy state of the weather. This morning (14th) I left the *Neva* and went on board a boat going to Somerset, and on the 20th returned to the *Neva*. The wind during my absence had changed to the north, and the anchorage on the north side being unsafe, the men had shifted anchorage to the south of Mount Ernest Island. On the 21st it was calm—

all night, and we left early in the morning for Somerset. An accident happened to the engine by the bursting of one of the tubes, so I was obliged to cease steaming, but it very fortunately happened when we were only three miles from Somerset, when, by aid of our sails and the current being our favour, we soon anchored at Somerset. I left the *Neva* at Somerset, when I departed for Sydney, in charge of Bob under the control of Mr. Powell, the port-master, who kindly promised to see that the *Neva* was put in good order, cleaned, and painted.

After my long narrative I shall conclude with a few words, expressing my regret at not having been able to do more; but it is not the pioneer who shows the way that attains the most glory, but often the one who follows him, and it is easy to hear of a road, but very difficult to find it out. I wish every success to any explorer of this part of New Guinea (should I not be able to return and complete my work), and I hope that the little I have done will be some guide, and enable him to find his way more readily than I did mine and avoid any errors I may have made. By this exploration we are now aware of a road to the interior of New Guinea, which is of more importance, as it is so near to Somerset, where a line of large steamers call twice every month. We also found a new passage from Moatta to the Fly River, shorter and safer than the one previously known, and when properly surveyed may be found navigable for larger ships. The richness of the land we visited, its vegetable and probably mineral productions, the soil suitable for many of the most valuable plants as coffee, sugar, cotton, india rubber, sago, tobacco, nutmeg, &c., ought to attract the capital of the colony to open up the country. The Dutch in their part of New Guinea, although on a small scale, derive some trade, and the part of New Guinea into which we penetrated was in latitude 5.30 South, and ran about 500 miles on the winding river the course of which may be seen on the chart appended and it almost forms a line of demarcation between that part of New Guinea claimed by the Dutch and that remaining as yet unclaimed by any nation. About the Fly River, as far as I judge, the natives appear less numerous than I have seen in other parts of New Guinea, and the land is cultivated in a smaller quantity, so that in this part of New Guinea the settler will not find the same difficulties I pointed out on former occasions when speaking of the south-eastern part of New Guinea, where the natives are more numerous, and posses and cultivate all the best land.

VISCOUNT MILTON.

Viscount Milton, whose death was announced recently, was a young man who resolved early in life to strike out an independent track for himself, and do something which should be a service to his country. Accordingly, at an age when other young men born heirs to earldoms and peerages of lower and higher rank are amusing themselves in the various ways that pass for occupation in some aristocratic circles, Lord Milton set himself to discover a north-west passage by land through the British American provinces, from the Atlantic to the Pacific Ocean. The narrative of his adventures in company with Dr. Cheadle, of their trials and dangers, of their almost starvation, and of their ultimate success in the object they had undertaken, was a story of British pluck and endurance. This scion of a noble house dug the gold from the mine which, on his return home, he fashioned into the wedding ring for his bride. The experiences he had passed through had, however, injured his constitution; indeed, the wonder was that he reached England at all; and after resigning the seat in Parliament which he held for the South-West Riding of Yorkshire, he retired from active life. Now we hear of his death in his thirty eighth year, in the quaint capital of Normandy. His lordship was one of fourteen children, and as a curiosity of the peerage, he and all his brothers were christened William, and each of his six sisters is named Mary.—*Echo.*

A NEW BOAT.

Berthon's "Collapsible" Boats are being supplied to the troopship *Assistance* at Portsmouth. They constitute a very valuable adjunct to vessels of the Royal Navy, as well as to those of the Merchant Service. Singularly enough they are the invention of a clergyman of the Church of England, the Rev. Mr. Berthon, Vicar of Romsey, Hants. The peculiarity about the boats is, that they are—umbrella like—capable of being either folded up or expanded. A number of longitudinal ribs, of which the material is tough American birch, are hinged to the stem and stern, and may therefore be made to lie flatly together when the boat is stowed on board a ship. The ribs are covered with two thickness of very stout canvas, made waterproof by saturation in a chemical lye. When, therefore, it is required to place a boat of this description in the water, it is only necessary to expand her ribs with their canvas jackets—which can be done easily by one man moving a small crank handle—and to lower her over the side of the ship. She then floats almost literally "like a duck," and is able to sustain a considerable number of men without more than ordinary risk. For the purpose of landing or embarking large bodies of troops in a short space of time the collapsible boats promise to be invaluable. Their sides, being composed of canvas, are elastic, and thus are not so likely to be damaged by collision as would be the rigid sides of ordinary boats. A number of these valuable little craft are in course of construction for the British Government, at the works of Messrs. Reddley and Co., Millwall.

ENGLISH AND FRENCH WORKMEN.

Mr. Frederick Brittain has reported to the Associated Chambers of Commerce the results of a visit to France, made at their request, with a view of obtaining information respecting the rates of wages, the hours of work, the cost of living, and other matters connected with manufacture in that country, particularly with regard to their bearing on the hardware trades of Birmingham and Sheffield. Mr. Brittain alleges that the secret of the wonderful prosperity and wealth of France is to be found chiefly in the sobriety, frugality, and untiring industry of its artisans and agricultural labourers, who usually contrive to save something out of their very small wages. Contrasting the workmen of the two countries, he says:—In the iron and hardware trades, in the least favourable cases, English workmen earn 25 per cent. more in nine hours than French workmen do in eleven, twelve, or even thirteen hours, and that in a large number of cases the difference reaches 50 per cent. In many of the branches of the Sheffield trade the men earn fully twice as much in their short day as Frenchmen, engaged in kindred trades, can earn in their long day. It is not usual to close the manufactories in France on Saturday afternoon; in fact, in many places the men work on Sunday till noon, or even later. I have not met with any branch of manufacture in which the nominal hours of work are under 66 per week; but in a large number of cases they reach 72, and sometimes 75, and even more. The cost of living is not quite so high generally in France as in England. The workmen usually live upon very frugal fare, and in some towns seldom eat meat.

"Fellow-citizens! cried a stump orator; "fellow-citizens! I solemnly warn you that our country is rapidly drifting into arnica!" Perhaps he meant anarchy.

COMMERCIAL INTELLIGENCE.

EXPORT CARGO.

Per Occidental and Oriental Steamship Company's steamer *Oceanic* for Yokohama and San Francisco:—

For Yokohama 3,512 bags Sugar, 40 cases Castor Oil, 37 pkgs. Manila Rope, 197 pkgs. Merchandise. For San Francisco 37,973 bags Rice, 230 bags Beans, 133 bags Sugar, 5 chests Persian Opium, 81 boxes Prepared Opium, 140 bales Hessian-Cloth, 60 pkgs. Tea, 1 pkg. Silk, 100 Rolls Matting, 800 Empty Quicksilver Flasks, and 2,731 pkgs. Merchandise. For New York 2 pkgs. Merchandise, and 10 cases Silk.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand ... 4/1
Bank Bills, at 30 days' sight 4/1¼
Bank Bills, at 6 months' sight 4/1
Credits, at 6 months' sight 4/1½ to 4/1¾
Documentary Bills, at 6 months' sight ... 4/1½
ON BOMBAY.—Bank, sight ... 224
ON CALCUTTA.—Bank, sight ... 224
ON SHANGHAI.—
Bank, sight ... 72½
Private, 30 days' sight ... 73½

SHARES.

Hongkong and Shanghai Bank Shares—24 per cent. premium.
Union Insurance Society of Canton—$620 per share.
China Traders' Insurance Company's Shares—$1,925 per share.
Chinese Insurance Company—$205 per share.
Hongkong Fire Insurance Company's Shares—$525 per share.
China Fire Insurance Company's Shares—$154 per share.
Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—13 per cent. discount.
Shanghai Steam Navigation Company—Tls. 95½ per share.
Hongkong Gas Company's Shares—$75 per share, nominal.
Hongkong Hotel Company's Shares—$47½ per share.
Chinese Imperial Loan—£100. Ex. ds. 14d.

SALES ON MARCH 9TH, AS REPORTED BY CHINESE.

Red Dates—50 bags, at $3.96, by Chun Foong to travelling trader.
Vermicelli—50 bags, at $8.10, by Kwong Wo Cheung to travelling trader.
White Sessamums—20 bags, at $4.50, by Hing Chong to travelling trader.
Black Pepper—100 bags, at $8.20, by Yuen Fat to travelling trader.
Honey—5 jars, at Tls. 6.6.0.0, by Shing Chong to travelling trader.
Gypsum—500 piculs, at 80 cents, by Kwong Wo Cheung to travelling trader.
Camphor—(wood planks), 700 piculs, at 76 cents, by Kwong Wo Cheung to travelling trader.
White Wax—3 pieces, at $56.00, by Yee Foong to local trader.
Fungus—5 bags, at $28.80, by Chun Chong to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

March 9th.

Barometer—9 A.M.	30.193
Barometer—1 P.M.	30.130
Barometer—4 P.M.	30.128
Thermometer—9 A.M.	69
Thermometer—1 P.M.	75½
Thermometer—4 P.M.	73½
Thermometer—9 A.M. (Wet bulb)	68
Thermometer—1 P.M. (Wet bulb)	72
Thermometer—4 P.M. (Wet bulb)	72½
Thermometer—Maximum	77
Thermometer—Minimum (over night)	66

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

March 9th.

BAROMETER, THERMOMETER, &c.	HONGKONG Previous day at 4 P.M.	HONGKONG On date at 10 A.M.	AMOY Previous day at 4 P.M.	AMOY On date at 10 A.M.	SHANGHAI Previous day at 4 P.M.	SHANGHAI On date at 10 A.M.	NAGASAKE Previous day at 4 P.M.	NAGASAKE On date at 10 A.M.
Barometer	30.05	30.19	30.00	30.12	30.19	30.38	—	—
Ther'eter attached	69.5	68.0	—	—	65.0	69.0	—	—
Direction of Wind	SE	N	SSE	calm	E	E	—	—
Force	1	1	4	0	0	0	—	—
Dry Thermometer	67.0	67.0	68.0	66.0	63.0	48.5	—	—
Wet Thermometer	66.0	66.0	64.0	63.0	63.0	43.0	—	—
Weather	bcm.	bcm.	b.	o.c.	r.r.	r.f.	—	—
Hours' Rain	—	—	—	—	—	—	—	—
Quantity fallen	—	—	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND, is registered every two points, N., N.N.E. N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 9 strong. 8 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—*B.* Clear blue sky. *C.* Cloudy. *D.* Drizzly. *F.* Fog. *G.* Foggy. *H.* Hail. *L.* Lightning. *M.* Misty. *O.* Overcast. *P.* Passing showers. *Q.* Squally. *R.* Rainy. *S.* Snow. *T.* Thunder. *U.* Bad, threatening. *V.* Visibility. *W.* Storm. *Z.* Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches tens, and hundreds.

ADVT.—"Berkeley, Sept. 1869.—Gentlemen, I feel it a duty I owe to you to express my gratitude for the great benefit I have derived by taking 'Norton's Camomile Pills.' I applied to your agent, Mr. Bell, Berkeley, for the above named Pills, for wind in the stomach, from which I suffered excruciating pain for a length of time, having tried nearly every remedy prescribed, but without deriving any benefit at all. After taking two bottles of your valuable Pills. I was quite restored to my usual state of health. Please give this publicity for the benefit of those who may thus be afflicted.—I am, Sir, yours truly, HENRY ALLPASS.—To the Proprietors of NORTON'S CAMOMILE PILLS." [A2d 1862 Aug. 26.

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £40,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %.)

GILMAN & Co., *Agents.*

tf 1063 Hongkong, 7th July, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %.) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 %. on the premia.

NORTON & Co., *Agents*

tf 8 Hongkong, January, 1876.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20 %.) upon the current local rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1 Hongkong, 1st January, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %.) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %.) only.

SIEMSSEN & Co., *Agents.*

tf 1028 Hongkong, 1st July, 1874.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, *via* SUEZ CANAL	Patroclus (str.)		Hongkong	Butterfield & Swire	On or about 8th inst.
Do.	Star of China	Blaker	Hongkong	Meyer & Co.	Quick despatch.
Do.	Anglo Saxon	C. Harrington	Hongkong	Meyer & Co.	Quick despatch.
NEW YORK	McNear	W. Taylor	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	Korsör	L. C. Grove	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
MELBOURNE AND SYDNEY	Spirit of the Age	Johnson	Hongkong	Rozario & Co.	Quick despatch.
SAN FRANCISCO *via* Y'HAMA	Alaska (str.)			P. M. S. S. Co.	On 20th inst., at 3 P.M.
Do. Do.	Belgic (str.)			O. & O. S. Co.	On 2nd prox., at 3 P.M.
SINGAPORE, BOMBAY, &c.	Travancore (str.)	Barratt		P. & O. S. N. Co.	On 15th inst., at noon.
SAIGON, SINGAPORE, &c.	Anadyr (str.)	Moreau		Messageries Maritimes	On 22nd inst., at noon.
ILOILO	Union	Mericaechevarria	Hongkong	Remedios & Co.	Quick despatch.
YOKOHAMA	Malacca (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
Do.	Dana (str.)	Steele	Hongkong	Gillman & Co.	Quick despatch.
SHANGHAI	Pei-ho (str.)	Lecointre	Hongkong	Messageries Maritimes	To-day, at noon.
Do.	Nestor (str.)		Hongkong	Butterfield & Swire	To-day, at 4 P.M.
Do.	Ulysses (str.)			Butterfield & Swire	Quick despatch.
Do.	Geelong (str.)			P. & O. S. N. Co.	Quick despatch.
SWATOW, AMOY & FOOCHOW	Leonor (str.)	M. Young	Hongkong	Douglas Lapraik & Co.	To-morrow, at daylight.

For Sale.

SAYLE & CO.

FIRST ARRIVAL OF SPRING GOODS, Ex "STATE OF LOUISIANA."

NEW GOODS in every Department of LADIES' OUTFITTING.

SPRING SILKS!

A Nice Assortment of CHECKS and STRIPES, specially adapted to Spring Wear.

BLACK SILKS! PLAIN COLOURED SILKS!

SPRING DRESS GOODS.

The EMPRESS STRIPED MOHAIRS, STRIPED LUSTRES, PLAIN COLOURED LUSTRES, WASHING LAWNS.

NEW MATERIALS in BLACK DRESS GOODS, for Morning or Ordinary Wear.

The EMPRESS STRIPED MUSLINS. NIAGARA STRIPES. NEW SATINETTE MUSLINS. FRENCH PRINTED MUSLINS.

A Large Assortment of WASHING MATERIALS.

NEW PRINTS!

A Splendid Assortment of FRENCH and MANCHESTER PRINTED, our own registered Patterns, Warranted Fast Colours.

WHITE QUILTINGS, MARSELLAS, PIQUES.

SPRING COSTUMES AND WRAPPERS. SPRING HOSIERY.

PLAIN and STRIPED SILK HOSE.

WHITE and STRIPED LISLE THREAD HOSE.

WHITE and STRIPED COTTON HOSE. SPRING SCARVES and TIES. COLLARS and CUFFS.

NEW TRIMMED HATS and BONNETS, from Paris.

UNTRIMMED HATS and BONNETS.

NEW RIBBONS, LACES, FEATHERS, FLOWERS.

A Large Stock of BABY LINEN and LADIES' UNDERCLOTHING.

DRESSMAKING!

Our DRESSMAKER has recently arrived from England, bringing the latest fashions. From the experience she has had in best London houses, she is quite perfect in fitting and style altogether new to this Colony.

MILLINERY by a FIRST-CLASS HAND.

SAYLE AND CO., VICTORIA EXCHANGE, QUEEN'S ROAD AND STANLEY STREET, HONGKONG; AND AT SHANGHAI.

FOR SALE.

A VERTICAL BOILER, with ENGINE attached, 5 Horse-Power, Fitted with Governor, and complete in all its parts.

Apply to A. MILLAR & Co.

1708 Hongkong, 28th October, 1876.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'

Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

tf 1130 Hongkong, 11th May, 1867.

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

It comprises upwards of two thousand large quarto pages.

TRUBNER & Co., 60, PATERNOSTER ROW; W. H. BELL, "DAILY PRESS" OFFICE, HONGKONG.

Business Announcements.

TRADE MARK.

ON A WREATH, A LION RAMPANT GARDANT, HOLDING A CROWN PROPER.

ELLWOOD'S HATS AND HELMETS.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY). SOLE AGENT FOR CHINA, F. PEIL, *Hongkong, Shanghai, Cologne (Germany).*

DINNEFORD'S FLUID MAGNESIA. The best remedy for ACIDITY of the STOMACH, HEARTBURN, HEADACHE, GOUT and INDIGESTION, and the best mild aperient for delicate constitutions, Ladies, Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & CO., Chemists, London, and of Druggists and Storekeepers throughout the world.

N.B.—Ask for DINNEFORD'S MAGNESIA. 521468] Agents—A. S. Watson & Co., Hongkong. [8 Ap

In consequence of SPURIOUS IMITATIONS of LEA AND PERRINS' SAUCE, which are calculated to deceive the Public, LEA and PERRINS have adopted A NEW LABEL, bearing their Signature, LEA AND PERRINS, which is placed on every bottle of WORCESTERSHIRE SAUCE, and without which none is genuine.

Ask for LEA and PERRINS' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen throughout the World. [52i 1796

PERFUMERY.

J. & E. ATKINSON'S White Rose and other Sachet Powders, Rose Toilet Powder, Transparent Soap, Toilet Vinegar. Prize Medals—London, Paris, Vienna, Cordova, Lima; Philadelphia, 1876. Sold by all first-class dealers throughout the World.

J. & E. ATKINSON, 24, Old Bond-street, London.

The genuine guaranteed by TRADE MARK—"A White Rose on Golden Lyre," printed in seven colours. 604 [A17i—3

JOYCE'S SPORTING AMMUNITION. Established 1820.

The attention of Sportsmen is invited to the following Ammunition of the best quality, now in general use throughout England, India, and the Colonies.

JOYCE'S TREBLE WATERPROOF AND F S QUALITY PERCUSSION CAPS.

Chemically-prepared Cloth and Felt Gun Wadding. JOYCE'S GAS-TIGHT CARTRIDGES, For Pin-fire and Central-fire Breech-loading Guns, Wire Cartridges for killing Game at long distances, And every Description of Sporting Ammunition. Sold by all Gunmakers and Dealers in Gunpowder.

FREDERICK JOYCE & Co., Patentees and Manufacturers, 57, UPPER THAMES STREET, LONDON. A13i 1624] [Sept. 23

KEATING'S COUGH LOZENGES.—This UNIVERSAL REMEDY now stands the first in public favour and confidence. For COUGHS, ASTHMA, and all affections of the Throat, they are the most agreeable and efficacious remedy. They do not contain opium or any other deleterious drug, and may, therefore, be taken with perfect safety by the most delicate constitution. Sold in bottles only.

KEATING'S BON-BONS OR WORM TABLETS, a Purely VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Bottles by all Chemists.

THOMAS KEATING, London, Export Chemist and Druggist. 38i 1151] [July 22

E. P. & W. BALDWIN, WILDEN WORKS, Near STOURPORT, ENGLAND.

SHEET IRON, Branded "BALDWIN-WILDEN," and "SEVERN."

TIN PLATES, Branded "EP & WB" WH "WILDEN," "UNICORN," "ARLEY," "STOUR."

STAMPING SHEETS, BUTTON IRON.

SHEET IRON PICKLED, COLD ROLLED And CLOSE ANNEALED.

Export Agents—BROOKER, DORE & Co., 2, ROOD LANE, LONDON, ENGLAND. 52i 58] [Jan. 8

OAKEY and SON'S EMERY and BLACK-LEAD MILLS, WESTMINSTER BRIDGE ROAD, LONDON, ENGLAND.

OAKEYS' WELLINGTON KNIFE POLISH. Packets, 3d. each; tins, 6d., 1s., 2s. 6d., & 4s. each.

OAKEYS' INDIA RUBBER KNIFE BOARDS, from 1s. 6d. each.

OAKEYS' SILVERSMITHS' SOAP (NON-MERCURIAL), For Cleaning and Polishing Silver, Electro-plate, Plate-Glass, Marble, &c. Tablets, 6d. each.

OAKEYS' GENUINE EMERY, GRAIN AND FLOUR.

OAKEYS' EMERY AND GLASS CLOTH.

OAKEYS' CABINET GLASS PAPER, WELLINGTON BLOCK BLACK LEAD, &c.

OAKEYS' GOODS SOLD EVERYWHERE by Ironmongers, Grocers, Oilmen, Brushmakers, Druggists, &c. [52i 289

CROSSE & BLACKWELL'S CELEBRATED OILMEN'S STORES. Five Prize Medals Paris and Vienna.

PICKLES AND SAUCES. JAMS AND JELLIES. ORANGE MARMALADE. TART FRUITS, DESSERT FRUITS. MUSTARD, VINEGAR. FRUITS IN BRANDY AND NOYEAU. POTTED MEATS AND FISH. FRESH SALMON AND HERRINGS. HERRINGS A-LA-SARDINE. PICKLED SALMON. YARMOUTH BLOATERS. BLACKWALL WHITEBAIT. FRESH AND FINDON HADDOCKS. PURE SALAD OIL. SOUPS, IN PINT AND QUART TINS. PRESERVED VEGETABLES. PRESERVED HAMS AND CHEESE. PRESERVED BACON. OXFORD AND CAMBRIDGE SAUSAGES. BOLOGNA SAUSAGES. YORKSHIRE GAME AND PORK PATES. TONGUES, GAME, POULTRY. PLUM PUDDINGS. LEA AND PERRINS' WORCESTERSHIRE SAUCE.

Fresh supplies of the above and numerous other table delicacies may be had from most Storekeepers.

CAUTION.

To prevent the fraud of refilling the bottles or jars they should *invariably be destroyed* when empty. Goods should always be examined upon delivery to detect any attempt at substitution of articles of inferior brands.

All genuine goods bear the names of Crosse & Blackwell on the Labels, Corks, and Capsules of the Bottles, Jars, and Tins.

CROSSE & BLACKWELL, PURVEYORS TO THE QUEEN, SOHO SQUARE, LONDON. 066] [June 24

Vessels on the Berth.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "PEI-HO" Commandant Lecointre, will be despatched for SHANGHAI TO-DAY, the 10th instant, at Noon.

H. DU POUEY, Agent.

352 Hongkong, 9th March, 1877.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.

THE Company's Steamship "NESTOR" will be despatched TO-DAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

373 Hongkong, 9th March, 1877.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship "LEONOR," Captain Young, will be despatched for the above Ports TO-MORROW, the 11th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

366 Hongkong, 7th March, 1877.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "MALACCA" will leave for the above place shortly after the arrival of the Steamship *Geelong* with the next English Mail.

A. McIVER, Superintendent.

353 Hongkong, 3rd March, 1877.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship "GEELONG" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. McIVER, Superintendent.

354 Hongkong, 3rd March, 1877.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *via* SUEZ CANAL.

THE Company's Steamship "PATROCLUS" will be despatched on or about the 8th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

324 Hongkong, 5th March, 1877.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.

THE Company's Steamship "ULYSSES" will have immediate despatch as above.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

272 Hongkong, 15th February, 1877.

FOR ILOILO.

THE A1 Spanish Schooner "UNION," Mericaechevarria, Master, will have quick despatch as above.

For Freight or Passage, apply to REMEDIOS & Co.

341 Hongkong, 28th February, 1877.

FOR NEW YORK.

THE A1 American Ship "McNEAR," W. Taylor, Master, will load here and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

283 Hongkong, 16th February, 1877.

FOR NEW YORK.

THE 12 years 3/3 L. 1 1 Danish Bark "KORSOR," L. C. Grove, Master, will load here and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

284 Hongkong, 16th February, 1877.

FOR LONDON.

THE A1 British Ship "STAR OF CHINA," Blaker, Master, will load here and have immediate despatch.

For Freight, apply to MEYER & Co.

235 Hongkong, 6th February, 1877.

FOR MELBOURNE AND SYDNEY.

THE British Barque "SPIRIT OF THE AGE." Captain Johnson, will have a quick despatch for the above Ports.

For Freight or Passage, apply to ROZARIO & Co.

203 Hongkong, 2nd February, 1877.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

PUN-LUN, PHOTOGRAPHER, QUEEN'S ROAD, No. 56, UPSTAIRS, Opposite the Oriental Bank, Hongkong.

SCALE OF PRICES:—
Carte de Visite, Single Person, 1 doz., $1.50
Cabinet Pictures ... 1 doz., $4.00

3m 23 Hongkong, 2nd January, 1877.

YEE SUNG & Co., COAL MERCHANTS, Have always on hand LARGE STOCKS of every description of COAL.

Address, care of HOO-TI-LOONG & Co., No. 43, Praya, Hongkong.

648 Hongkong, 9th May, 1876.

THE CHUNG NGOI SAN PO (Chinese *Daily Press*), PUBLISHED DAILY,

Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bona fide* circulation of any Chinese paper in the South of China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or, from the different Agents.

Hongkong, 16th January, 1877.

Vessels on the Berth.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*TRAVANCORE*," Captain BARRATT, will leave this on THURSDAY, the 15th March, at Noon.

For further Particulars, apply to A. McIVER, Superintendent.

Hongkong, 2nd March, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer *ALASKA* will be despatched for San Francisco, viâ Yokohama, on TUESDAY, the 20th March, 1877, at 3 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, viâ Overland Railways.

A Steamer of the Mitsu Bishi S.S. Company will leave Shanghai, viâ the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 19th instant. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

RUSSELL & Co., Agents.

Hongkong, March 9th, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES; ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON THURSDAY, the 22nd March, 1877, at Noon, the Company's Steamship "*ANADYR*," Commandant MOREAU, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 21st March, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY, Agent.

Hongkong, 9th March 1877.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. *BELGIC* will be despatched for San Francisco, *viâ* Yokohama, on MONDAY, the 2nd April, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 1st proximo. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, 3rd March, 1877.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ANAZI, British bark, Hill.—Captain.
ANGLO SAXON, British ship, Harrington.—Vogel, Hagedorn & Co.
ANNIE S. HALL, American bark, Nelson.—Douglas Lapraik & Co.
BELLE OF OREGON, American bark, Merriman.—Rozario & Co.
CHINGTOO, British 3-m. sch., Baikie.—Borneo Company.
E. VON BEAULIEU, German bark, Schneider.—Borneo Co.
HELENE, German bark, Volgaardsen.—Wieler & Co.
JEDDAH, British steamer, Clark.—Gee Cheong Hong.
McNEAR, American ship, Taylor.—Vogel, Hagedorn & Co.
NEHEMIAH GIBSON, American bark, Bradford.—Arnhold, Karberg & Co.
PRESTO, British bark, Laidman.—Arnhold, Karberg & Co.
SARAH NICHOLSON, British ship, Selkirk.—Melchers & Co.
SIR HARRY PARKES, British ship, Chapman.—Melchers & Co.
SYRINGA, British 3-m. sch., Partridge.—Chun Cheong Wing.
WM. TURNER, British bark, Vandervord.—Rozario & Co.

THE Undersigned begs to inform his Friends and the Public that he has always on hand all kinds of FANS AND IVORYWARE For SALE AT CHEAP PRICES.

CHUN QUAN KEE, CANAL ROAD, CANTON.

3m] [109

T. ALGAR, HOUSE AND ESTATE AGENT, RENTS COLLECTED.

BROWN, JONES & Co., UNDERTAKERS, MOURNING STATIONERY, &c., MONUMENTS ERECTED, 9, HOLLYWOOD ROAD.

29]

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; DuPont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 1145 July 20

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT, By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper ... $1.50
Neatly Bound ... $2.00

Apply at the *Daily Press* Office.

Post-Office Notifications.

A mail will close

For Saigon.—To-day, the 10th instant, at 9.30 A.M.

For Singapore, Suez, and London.—Per *Patroclus*, to-day, the 10th instant, at 11.30 A.M.

For Shanghai.—Per *Pei-ho*, to-day, the 10th instant, at 11 A.M. Late letters received from 11.10 to 11.30 A.M.

For Saigon.—Per sailing ship, to-day, the 10th instant, at 2.30 P.M.

For Shanghai.—Per *Nestor*, to-day, the 10th instant, at 3.30 P.M.

For Haiphong.—Per sailing ship, on Monday, the 12th instant, at 3.30 P.M.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet *TRAVANCORE* will be despatched with the Mails for Europe, &c., on THURSDAY, the 15th instant.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 14th instant,
5 P.M., Money Order Office closes.
6 P.M., Post Office closes except the NIGHT BOX, which remains open all night.
THURSDAY, 15th instant,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Post Office closes except for Late Letters. Registry of Letters ceases.
10.15 A.M., *Letters* may be posted on payment of a LATE FEE of 18 cents extra Postage, until
11 A.M., when the Post Office CLOSES entirely.
11.30 A.M., Letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.
11.50 A.M., Posting on Board ceases.

MAILS BY THE UNITED STATES' PACKET.

The United States' Mail Packet *ALASKA* will be despatched on TUESDAY, the 20th March, with Mails for Japan, San Francisco, the United States, and London, which will be CLOSED as follows:—

2 P.M. Registry of Letters ceases.
2.30 P.M. Post Office closes.
2.30 P.M. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra Postage, until
2.50 P.M. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on correspondence thus sent:—

LETTERS. Per Half Ounce.	Hongkong Stamps. Cents.	U.S. Stamps. Cents.
Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence	8	3
Aspinwall, Bermuda, Cuba, Fiji, *Greenland, Jamaica, Panama*	8	5
Hawaii, *New Foundland*	8	6
Guatemala, *Marquesas Is.*, Mexico, Salvador, *Tahiti*	8	10
Belize, Bogota, Carthagena, Costa Rica, Curaçao, *Greytown, Guiana, Honduras, Martinique, New Granada, Nicaragua, Santa Martha, Turk's Island, Venezuela, West Indies*	8	13
Bolivia, Chili, Ecuador, Peru	8	17
Brazil	8	21
Argentine Confederation, Buenos Ayres, Paraguay, Uruguay	8	27
BOOKS & PAPERS.		
Circulars, &c., for Canada, per 1 oz.	2	1
Newspapers for all other places (not over 4 oz.) each Paper	2	4
Books, &c., for all other places, per 4 oz.	6	10

Any articles found enclosed in Newspapers or Book Packets (as silk scarves, jewellery, &c.) will be detained and sold.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "*ANADYR*" will be despatched from Hongkong on THURSDAY, the 22nd instant, with Mails to and through the United Kingdom and Europe, *viâ* Marseilles, to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Suez, and Alexandria. This is the best opportunity for forwarding Correspondence to E. Africa, the Cape, St. Helena, and Ascension.

Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Paid to Galle only*; they will go on from Galle as unpaid.

The following will be the hours of closing the Mails, &c.:—

WEDNESDAY, 21st March,
5 P.M., Money Order Office closes. Post Office closes except the NIGHT BOX, which remains open all night.
THURSDAY, 22nd March,
7 A.M., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.
10 A.M., Registry of Letters ceases.
11 A.M., Post Office closes except for Late Letters.
11.10 A.M., Letters (but Letters only) except those to and through Australia, may be posted on payment of a Late Fee of 18 cents extra postage, until
11.30 A.M., when the Post Office CLOSES entirely.

The following rates of postage (which must be paid in advance) are chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom *viâ* the United States:—

For a packet not exceeding 1 ounce in weight ... 2 cents.
For a packet above 1 ounce not exceeding 2 ounces ... 4 ,,
For a packet above 2 ounces not exceeding 4 ounces ... 8 ,,
and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed $25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

Letters containing Stamps should be registered, and the Stamps should be secured from observation.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent. on all Stamps purchased.

Correspondence can now be forwarded by closed Mails to the United Kingdom, *viâ* San Francisco, at the following rates:—

Letters ... 12 cents per ½ oz.
Registration ... 8 cents.
Newspapers ... 4 cents each.
Books and Patterns, 1 oz. ... 2 cents.
Books and Patterns, 2 oz. ... 4 cents.
Books and Patterns, every 4 oz. ... 8 cents.

The Mails close on 2.30 P.M., usually on the 1st and 15th of each month.

Registry cannot be effected after 2 P.M.

The average time of transit to London by this route is 50 days. The correspondence must be specially addressed viâ San Francisco. If insufficiently paid it will be sent viâ Suez.

Extracts.

GERMAN STUDENT'S CHANT.

"GAUDEAMUS IGITUR."

Come, be gay, while yet we may,
Darker days betide us;
Youth goes by with joy and gladness,
Age comes on with care and sadness,
Then the earth will hide us.

Where are they who are our day
Revelled happy-hearted?
Some to realms of light supernal,
Some to Stygian shades infernal—
All are now departed.

Life as brief as fading leaf,
Fast away is faring;
Death comes rapid, rushing on us,
Lays his icy hand upon us,
No one mortal sparing.

—*W. D. S., in Temple Bar.*

A SONG.

Hither, O love! come hither
On pinions of young delight;
Ere the bloom of the morning wither
While the dew lies bright;
The meadows their balm are breathing,
Day bends o'er the limpid lake,
All nature her beauties wreathing,
For thy sweet sake.

O joy is the mate of morning,
And love is the child of light,
And youth is the time for scorning
The bonds of night!
Then come—while the world lies jaded,
The elves of the woodland wake,
And dawn keeps her fields unfaded
For thy sweet sake!

From "Laurella and other Poems," by J. Todhunter

PORTRAIT OF A MIGHTY KING.

The following is the manner in which the author of "Titian: his Life and Times," sketches the appearance of Philip II. of Spain, the son of Charles V., and who married the daughter of the English Henry VIII.:—His chest was narrow, and his legs were spare, and his feet were large and curiously ungainly. His eyes lay under lids like rolls of flesh, and full of bilious humour, as if the gall which gave its olive tone to his complexion was anxious to gush and show itself. His projecting under-jaw was poorly concealed by a downy chestnut beard, which, by its paucity, gave but more importance to a pair of thick and fleshy lips, the chief characteristic of which was redness. Add to this an oily smoothness of complexion, and short chestnut hair, and we have the portrait of the prince whose form won the heart of Mary Tudor. (Vol. ii., p. 204.)

A NICE PLACE TO VISIT.

In *Blackwood's Magazine* is an account of Colonel N. Prejevalsky's travels in Mongolia and the solitudes of Northern Thibet. Its author, a Russian staff officer, wandered through Southern Mongolia and Northern Thibet, in regions yet scarcely trodden by a white man, and visited Lake Kokonor, 1,000 miles to the south-west of Pekin. "This lake lies at a height of 10,500 feet above the level of the sea. In shape it is an ellipse, with its major axis running from east to west. It is from 200 to 230 miles in circumference, and the natives said that it took a fortnight to go round on foot, and seven or eight days on horseback. The water is salt and undrinkable. It is of an exquisitely blue colour, and the Mongols compare it to blue silk. There is said to be only one island on the lake, on which stands a small temple, inhabited by Lamas, who have no boat, and therefore are cut off from all communication with the shore until winter, when the pilgrims cross over the ice, and bring presents of butter and barley-meal to the inmates of the temple." Northern Thibet, though interesting because it is unknown, is not a nice place to live in:—"The climate and natural character of this region are simply awful. . . . . . . The exhaustion consequent on the enormous elevation affects the strongest man. A short march or even the ascent of a slight eminence, produces languor, giddiness, trembling of the hands and feet, and vomiting. . . . . . . The climate, too, is in complete harmony with the sterility of these wilds. The winter is bitterly cold and tempestuous; the gales in spring are accompanied by hailstorms; the summer rains are also mingled with large hailstones; and it is in autumn alone that the weather becomes clear, still, and warm. . . . . . . There is no regular road anywhere in the Thibetan deserts, nothing but the tracks of wild animals in all directions."

BARGAINING IN TURKISTAN.

Captain Burnaby, in his "Ride to Khiva," gives the following amusing account of a bargain he made for the hiring of horses at Orsk:—"A tall man, dressed in a long coat reaching to his heels, bright yellow trousers which were stuffed into a pair of red leather boots, whilst an enormous black sheepskin cap covered his head, came out and asked me my business. I said that I wanted three horses to go to the next stage, and asked him what he would drive me there for, the regular postal tariff being about two roubles. 'One of noble birth,' replied the fellow, 'the roads are bad, but my horses will gallop the whole way. They are excellent horses; all the people in the town look at them, and envy me. They say, 'How fat they are! Look, how round!' The governor has not any horses like mine in his stable. I sport them; I cherish them; and they gallop like the wind. The people look wonder, and admire. Come and see the dear little animals.' 'I have no doubt about it. They are excellent horses,' I replied. 'But what will you take me for?' 'Let us say four roubles, your excellency, and give me one on account. Let me put it in my pocket, and we will bless you.' 'All right,' was my answer. 'Send the horses to the Tsarskoe Lilo Inn immediately.' Presently the fellow rushed into my room, and, bowing to the ground, took off his cap with a grandiose air. Drawing out the money I had given him, he thrust the rouble into my hand, and exclaimed, 'Little father, my uncle owns one of the horses. He is very angry. He says that he was not consulted in the matter, and that he loves the animal like a brother. My uncle will not let his horse leave the stable for less than five roubles. What is to be done? I told him that I had agreed to take you, and even showed him the money; but he is hard-hearted and stern.' 'Very well,' I said, 'I will give him five roubles. Bring round the horses.' In a few minutes again the fellow returned, and exclaimed, 'One of noble birth, I am ashamed. But my brother is vexed. He has a share in one of the animals. He will not let me drive to the next station for less than six roubles'—and the man put on an expression in which cunning, avarice, and pretended sorrow were blended, stood on one leg, and added, 'What shall we do?' I said, 'You have a grandmother?' 'Yes,' he replied, much surprised; 'how do you know that? I have a very old grandmother.' 'Well,' I continued, 'go and tell her that fearing less she should be annoyed if any accident were to happen during our journey, and not wishing to hurt the old lady's feelings should the fore leg of your uncle's horse or the hind leg of your brother's suffer on the road, I have changed my mind, and shall not go with you to-day, but take post-horses to-morrow.' The man now became alarmed thinking he was about to lose his fare. He rubbed his forehead violently, and then exclaimed, 'I will take your excellency for five roubles.' 'But your brother?' 'Never mind; he is an animal. Let us go.' 'No,' I answered, 'I shall wait. The post-horses are beautiful horses. I am told that they gallop like the wind; all the people in the town look at them.' 'Let us say four roubles, your excellency.' 'But your uncle might beat you.' 'No,' was the answer, 'we will go.' And, the knotty point being thus settled, we drove off."

ANECDOTES OF THE BANK OF ENGLAND.

An extraordinary affair happened to the Bank of England about the year 1740. One of the directors, a very rich man, had occasion for £30,000, which he was to pay as the price of an estate he had just bought. To facilitate the matter, he carried the sum with him to the bank, and obtained for it a bank note. On his return home, he was suddenly called out on particular business. He threw the note carelessly on the chimney, but when he came back a few minutes afterwards to lock it up it was not to be found. No one had entered the room; he could not, therefore, suspect any person. At last after much ineffectual search, he was persuaded that it had fallen from the chimney into the fire. The director went to acquaint his colleagues with the misfortune that had happened to him; and as he was known to be a perfectly honourable man, he was readily believed. It was about twenty-four hours from the time that he had deposited the money, they thought, therefore, that it would be hard to refuse his request for a second bill. He received it upon giving an obligation to restore the money himself should ever the first bill be found or presented by any stranger. About thirty years afterwards (the director having been long dead, and his heirs in possession of his fortune) an unknown person presented the lost bill at the bank and demanded payment. It was in vain that they mentioned to this person the transaction by which that bill was annulled; he would not listen to it. He maintained that it came to him from abroad, and insisted upon immediate payment. The note was payable to bearer, and the £30,000 was paid him. The heirs of the director would not listen to any demand for restitution, and the bank was obliged to sustain the loss. It was discovered afterwards that an architect having purchased the director's house, and taken it down in order to build another upon the same spot, had found the note in a crevice of the chimney, and made his discovery an engine for robbing the bank.—An eccentric gentleman in Portland Street, London, framed and exhibited for five years in one of his sitting rooms a bank note for £30,000. The fifth year he died, and down came the picture double quick, and it was cashed by his heirs.—Some years ago, at a nobleman's house near the Park, a dispute arose about a certain text, and a dean present denying there was any such text at all, a bible was called for. A dusty old bible was produced, which had never been removed from its shelf since the nobleman's mother had died, some years before. When it was opened, a paper was found in it, which, on examination, turned out to be a Bank post bill for £40,000.—It is said that two notes for £100,000 each, and two for £50,000, were once engraved and issued. A butcher who had amassed an immense fortune in the war time, went one day with one of these £50,000 notes to a private bank, asking the loan of £5,000, and wishing to deposit the big note as security in the banker's hands, saying that he had kept it for years. The £5,000 were at once handed over, but the banker hinted at the same time to the butcher the folly of hoarding such a sum and losing the interest. "Worry true sir," replied the butcher, "but I likes to look on't so werry well that I keeps t'other one of the same kind at home."—The Bank of England never re-issues its notes, but destroys them on return. A visitor to the bank was one day shown a heap of cinders, which were the ashes of £40,000,000, of notes recently burned. The letters could here and there be seen. It is said that in the large room of the Bank a quarter of a million sovereigns will sometimes change hands in the course of the day. The entire amount of money turned over on an average in the day has been estimated as low as £2,000,000, and as high as £2,500,000. The Bank watermark—or more properly the wire mark—is obtained by twisting wires to the desired form of design. The water mark on the notes of the Bank of England is secured to that establishment by virtue of a special Act of Parliament. Among the curiosities shown to visitors are the Bank parlour, the counting room, and the printing room; the albums containing original £1,000, notes, signed by various illustrious persons; and the Bank note library, now containing ninety million notes that have been cancelled during the last seven years. There is one note for a million sterling, and note for £25, that had been out 111 years.—*Newcastle Weekly Chronicle.*

THE CHURCH OF SWEDEN.

The primitive faith is expressed in their liturgy and preaching. But the liturgy of Sweden was seriously modified and impaired in 1810, under a semi-Arian archbishop. The effect of that revision was to impair and displace a previous robust and primitive one; and many of the best men in Sweden now wish to see the old liturgy restored. Extremes meet, and incongruous associations occur in very unexpected ways. With regard to the working of the present liturgy, the Church of Sweden seems intensely anti-Papal. In the Apostles' Creed, the words "Holy Catholic Church" are changed into the "Christian Church." The mere sound of anything suggesting historical associations and affinities with the old Roman Church, offends the prejudices which have been deeply seated in the national mind for 350 years—the result of the bloody price of freedom in the days of Gustavus Vasa, and of the Thirty Years' War begun by Gustavus Adolphus a century later, when Sweden, at unequal odds, fought the battles for Protestantism in Europe. But there is a strong undercurrent of religious feeling in the national mind which tends to development, not in schism, but in modes of expression different from the liturgical symbols. One party represents the singular combination of high notions on the sacraments with a species of revivalism. They are a kind of Puritans and legalists, called Schartuaner, from their leader, who are intensely opinionated, almost superstitiously addicted to the sacraments, and are yet given to special pleading and expedients like our American revivalists, and press their measures with such persistency, that the necessary reaction becomes a barren formalism. The leader of this party died in 1823, but he lives in his works. Another party, called by the general name of Lasare (a word which simply means readers), is made up of persons who are specially given to reading the Bible, the Church Postils, and other devotional works, at frequent and fixed hours every day. They would be known as the Pietists in the Roman Church of former days. Many of the clergy and the people belong to the Lasare; but they are extremely anti-social, claiming to have all the piety among themselves, and looking askance at all people suspected of worldly conformity. The pulpit is a great power in Sweden. "Preaching the word" is the pet saying, to denote the chief idea of public worship. The common people go in crowds to hear any earnest preacher, on almost any day of the week. Such things speak well for Sweden, as compared with Protestant Germany. When I was in Berlin, some seventeen years ago, a census was taken of that city, of all the persons attending all places of worship, including Roman Catholics, on a given Sunday, and the number did not reach 12,000 in a population of half a million. And in Hamburg, one of the principal churches, which nominally claims all the population in a district of 60,000, stands empty nearly every Sunday. It becomes one who loves the gospel to speak with caution and tenderness in regard to the great staple of Lutheran preaching, the doctrine of justification by faith, as Luther himself called it, "articulus stantis vel cadentis ecclesiæ," the article by which the Church stands or falls. But from the days of St. Paul till now it has been a doctrine easily perverted, and a misapprehension of which is attended by a long train of dangerous consequences. And whenever the doctrine has been forced out of its limits it has led to Antinomianism or immorality. The present fossilized condition of Lutheran dogma must be chargeable with some tendency towards social and moral looseness. It is too much the fallacy of the Lutheran movement that it has placed dogma instead of the old creeds witnessed to by the Apostolic and Catholic Church.—*Churchman's Shilling Magazine.*

TIGER-KILLING EXTRAORDINARY.

A correspondent writes from Pinahat:—"Constantly reading in Indian journals of hair-breadth escapes of men while engaged in the favourite sport of tiger-hunting, I think the following true particulars will rather astonish the majority of your readers. A few days ago while a young native was in the jungle within two miles of this place, occupied in cutting grass for his bullocks, he was suddenly attacked by two full-grown panthers. Before he had time to deliberate upon what course to pursue, one of the animals crouched preparatory to the fatal spring. In sheer desperation, the young fellow rushed upon the panther raining a shower of blows upon it with a large bamboo stick with which he was armed. Fortunately a lucky blow laid the brute prostrate, seeing which the other, the female, made off as fast as possible. Following up his success, the young man belaboured away until he was completely exhausted, by which time the panther had met a rather (for him) inglorious death. As a trophy of his extraordinary prowess, the native carried away the skin which measured six feet from nose to tip of tail, and presented the same to the tehsildar of the district, who generously gave the panther-slayer five rupees. It is not very often that one hears of tiger hunting of this description; therefore I furnish you with an authentic instance."—*Pioneer.*

THE GREAT SMITH FAMILY.

Disguised the name may sometimes be, but it is the most common name throughout all European countries. It does sometimes affect a spelling above the common, and appears as Smyth, Smythe, or de Smythe. It also in England assumes a Latin guise (from *ferrum*), and becomes Ferrier and Ferrars, one of the noble names of England, associated also with a tragedy not noble either in its character or consequences. In Germany we have the Schmidts; in Italy the Fabri, Fabricia, or Fabbroni. In France the Le Febres or Lefevres. Although most of the European languages adhere more closely to the old Northern name, even in Latin we have volumes in our library by Johannes Smithus, and we have seen in Italy Giovanni Smiti. The Spaniard's version of John Smith is Juan Smithus; the Dutchman adopts is as Hans Schmidt; the French soften it into Jean Smeets; the Russian roughens it into Jouloff Smittowski. John Smith goes into the tea trade with China, and then he becomes, Jahon Shimmit. Among the Icelanders he is Jahne Smithson; among the Tuscaroras he is Tom Qu Smittia; in Poland, Ivan Schmittiaveiski; among the Welsh we are told they talk of Jihom Schmidd; in Mexico he is written down as Joutli F'Smitri; among the classical ruins of Greece he becomes Ion Smihton; in Turkey he is almost lost sight of as Yoo Seef. Philology also assures us that those ancient names of the kings of Syria, Hadad, and Benhadad, are the equivalents of our Smith and Smithson, just as the terms pontiff or pontifex point back to the time when the chief man was he who built bridges or constructed roads; so, at last, those and the like terms we have quoted came to be considered the proudest designations of the royal house; and when the usurper, the founder of another family, seized the throne, he assumed the same honoured titles associated with distinguished benefits conferred on the country. Such are some of the variations of this great family; but this is really only the commencement, the great stem of the family tree. There are innumerable collateral branches—the Goldsmiths and Silversmiths; the Whitesmiths, Brownsmiths, the makers of the great old brown bills; the arrowsmiths, the makers of the arrows! the Nasmyths, the makers of nails. There are also Spearsmiths and Shoesmiths, and probably many more than we have the knowledge or time fairly to indicate; all, however, showing how large, and perhaps rather popular than princely, rather democratic than aristocratic, this family is and has been; how the smith not only stands with his hammer by the forge at the foundation of society, but how by his manifold works he is found through all the various ways by which society advances.—*Leisure Hour.*

THE STRAND.

The most interesting approach to the City is by the great highway of the Strand. To us, when we think of it, the Strand is only a vast thoroughfare crowded with traffic, and the place whither we go to find Exeter Hall, or the Adelphi or Gaiety theatres, as our taste may guide us. But the name which the street still bears will remind us of its position, following the strand, the shore, of the Thames. This was the first cause of its popularity, and of its becoming for three hundred years what the Corso is to Rome, and the Nuova to Genoa, a street of palaces. The rise of these palaces was very gradual. As late as the reign of Edward II. (1315) a petition was presented complaining that the road from Temple Bar to Westminster was so infamously bad that it was ruinous to the feet both of men and horses, and moreover that it was over-grown with thickets and bushes. In the time of Edward III. the rapid watercourses which crossed that road and fell into the Thames were traversed by bridges, of which there were three between Charing-cross and Temple Bar. Of two of these bridges the names are still preserved to us in the names of two existing streets—Ivy Bridge-lane and Strand Bridge-lane; the third bridge has itself been seen by many living persons. It was discovered in 1802, buried deep beneath the soil near St. Clement's Church, and was laid bare during the formation of some new sewers. In the reign of Henry VIII. "the road of the Strand was still described as full of pits and sloughs, very perilous and noisome." But gradually great houses had sprung up along its course, the earliest being Essex House, Durham House, and the Palace of the Bishops of Norwich, afterwards called York House; though even in Elizabeth's time the succession was rather one of country palaces than of town residences, for all the great houses looked into fields upon the north, and on the south had large and pleasant gardens sloping towards the river. As the houses closed in two hundred years ago, and the Strand became a regular street, it was enlivened by every house and shop having its own sign, which long took the place of the numbers now attached to them. Chaucer and Shakespeare when in London would have been directed to at the sign of the Cog, or the Golden Unicorn, or the Three Crowns, or whatever the emblem of the house might be at which they were residing. The signs were all swept away in the reign of George III., both because they had then acquired so great a size, and projected so far over the street, and because on a windy day they were blown to and fro with horrible creaking and groaning, and were often torn off and thrown down, killing the foot-passengers in their fall. Many old London signs are preserved in the City Museum of the Guildhall, and are very curious. The persons who lived in the houses so distinguished were frequently surnamed from their signs. Thus the famous Thomas à Becket was in his youth called "Thomas of the Snipe," from the emblem of the house where he was born.—*Good Words.*

HONGKONG MARKETS.

As Reported by Chinese on the 9th March, 1877.

COTTON GOODS.

American Sheetings, 16 lbs.	per piece	$2.60 a 2.60
American Drills, 30 yards	,,	2.75 a 2.80
,, 40 ,,	,,	3.80 a 3.90
Cotton Yarn, No. 16 a 24	per 400 lbs.	88.00 a 101.00
,, ,, 28 a 32	,,	100.00 a 115.00
,, ,, 38 a 42	,,	112.00 a 124.00
,, Bombay	,,	76.00 a 78.00
Chintz	per piece	$1.70 a 1.75
Dyed Spotted Shirtings	,,	3.65 a 3.90
,, Brocades Do.	,,	3.75 a 3.90
,, Damask Do.	,,	6.80 a 6.90
English Drills, 30 yards	,,	2.10 a 2.15
,, 14 lbs.	,,	2.50 a 3.00
,, 15 lbs.	,,	2.70 a 2.80
Grey Shirtings, 7 lbs.	,,	1.50 a 1.65
,, 8 lbs.	,,	1.70 a 1.75
,, 8½ lbs.	,,	1.90 a 2.45
,, 9 lbs.	,,	2.70 a 2.75
,, 10 lbs.	,,	3.15 a 3.25
Grey T. Cloths, 24 yds & 33 in. 6 lbs.	,,	1.30 a 1.45
,, 24 ,, & 32 in. 7 lbs.	,,	1.45 a 1.90
,, 24 ,, & 36 in. 8 lbs. XO	,,	2.05 a 2.10
,, 24 ,, & 36 in. 8 lbs. QL	,,	2.10 a 2.15
,, 24 ,, & 36 in. 8 lbs. XX	,,	2.55 a 2.60
Handkerchiefs, Blue	per doz.	0.60 a 0.70
,, Brown	,,	0.64 a 0.65
,, Red	,,	0.77 a 0.80
,, Light Red	,,	0.77 a 0.78
Jeans, 30 yards	,,	2.30 a 2.40
Muslins, White, Plain, 12 yards	per piece	1.15 a 1.25
,, Figured 24 ,,	,,	2.05 a 2.25
Turkey Red Shirtings, 2 lbs.	,,	2.15 a 2.25
,, 3 lbs.	,,	2.30 a 2.35
Velvets, Black, 22 in.	per yard	0.18 a 0.19
,, Gentian, 22 ,,	,,	0.21 a 0.22
Velveteens, Black	,,	0.22 a 0.23
,, Gentian	,,	0.28 a 0.30
White Shirtings, 54 a 60 reed	per piece	1.95 a 2.10
,, 64 a 66 ,,	,,	2.30 a 2.45
,, 68 a 80 ,,	,,	2.60 a 3.15
,, 600 ,,	,,	3.50 a 3.05
,, 7,000 ,,	,,	3.30 a 3.55
,, AA	,,	1.70 a 1.75
,, EF	,,	6.05 a 6.10
,, MH	,,	4.75 a 4.90
,, KL	,,	5.45 a 5.50
White Spotted Shirtings	,,	2.50 a 2.55
,, Brocades	,,	2.50 a 2.65

WOOLLEN GOODS.

Blankets, 7 lbs.	per pair	$2.70 a 3.90
,, 8 lbs.	,,	3.00 a 3.05
,, 9 lbs.	,,	4.40 a 3.50
,, 10 lbs.	,,	5.20 a 5.30
,, 12 lbs.	,,	6.10 a 6.20
Camlets, SSS	per piece	16.00 a 16.50
,, SS	,,	17.50 a 18.00
,, S	,,	18.00 a 18.50
,, BBB	,,	19.00 a 19.50
,, AAA	,,	18.00 a 18.50
,, LLL	,,	16.00 a 16.50
Cloth, Broad	per yard	2.18 a 3.00
,, Medium	,,	1.03 a 1.80
Long Ells, MM Scarlet	per piece	8.70 a 8.80
,, ,, Assorted	,,	8.80 a 8.90
,, HH Scarlet	,,	9.00 a 9.05
,, ,, Assorted	,,	8.60 a 8.70
,, H Scarlet	,,	8.70 a 8.80
,, ,, Assorted	,,	8.75 a 8.80
Lustres, Figure	,,	5.05 a 5.10
Lasting, DD	,,	14.50 a 15.00
Orleans, Plain	,,	5.00 a 5.30
Spanish Stripes	per yard	0.77 a 0.83

METALS.

Iron, Nail Rod	per picul	2.90 a 3.10
,, Hoop	,,	3.50 a 3.55
,, Bar	,,	2.60 a 2.75
,, Wire	,,	6.45 a 6.50
Lead	,,	7.90 a 8.25
Pigs, W.B.	,,	7.50 a 7.80
,, Lead, L.B.	,,	7.90 a 8.10
Quicksilver, English	,,	63.00 a —
,, American	,,	63.50 a —
Steel, English	per tub	3.90 a 4.10
,, Swedish	,,	5.20 a 5.40
Sheathing Metal	per picul	24.00 a 26.00
Spelter	,,	8.20 a 8.25
Tin, Malacca	per picul	20.00 a 20.50
,, Plates	per box	6.00 a 6.15

PRODUCE.

Almonds	per picul	22.00 a 23.00
Alum, 1st quality	,,	1.70 a 1.80
,, 2nd ,,	,,	1.45 a 1.60
Bark, Siam	,,	0.83 a 1.10
,, Camphor	,,	15.20 a 15.40
Beche de Mer	,,	30.00 a 55.00
Bees Wax, Japan, White	,,	11.00 a 11.50
,, ,, Yellow	,,	47.00 a 48.00
,, Hankow, White	,,	55.80 a 56.00
Birds' Nests, 1st quality	per pcl.	$2,200 a 4,000
,, 2nd ,,	,,	650 a 800
,, 3rd ,,	,,	170 a 250
Brimstone	,,	3.20 a 3.25
Buffalo's Hide, Manila	,,	7.40 a 15.50
Camphor, packed	,,	15.80 a 16.50
,, Baroos, clean	,,	4,600 a 5,000
,, Refuse	,,	2,800 a 3,200
Cardamons, Superior	,,	145.00 a 150.00
,, Inferior	,,	18.00 a 19.00
Cloves	,,	29.00 a 31.00
Coals, Afloat	per ton	
,, English steam	,,	9.50 a 10.50
,, Sydney	,,	9.20 a —
Coffee	per picul	22.20 a 24.50
Copper Sheathing, Japan	,,	25.00 a 20.00
,, Rod, ,,	,,	24.50 a 25.00
,, Nails	,,	28.50 a 29.80
Cotton, Shanghai	,,	15.50 a 16.00
,, Bombay	,,	10.00 a 10.50
,, Shantung	,,	15.00 a 16.00
,, Ningpo	,,	15.50 a 16.00
,, Tientsin	,,	16.00 a 16.50
,, Tungchow	,,	15.50 a 16.00
,, Calcutta	,,	13.50 a 14.00
Cotton Seeds, Saigon	,,	5.20 a 5.30
,, Siam	,,	4.70 a 4.80
Cow's Hide	,,	7.45 a 7.50
Cuttlefish, Japan	,,	24.00 a 25.00
,, ,, without bones	,,	13.00 a 14.50
,, Chauchow	,,	27.80 a 28.50
Cutch	,,	5.80 a 6.10
Dates, Black	,,	Tls. 2.8.5 a 3.3.0
,, Red	,,	2.7.5 a 2.8.0
Dried Lily Flowers	,,	10.00 a 11.00
Elephant's Teeth, 4 a 5 pieces	,,	250 a 300
,, 7 a 8 ,,	,,	200 a 220
Flour, California, per sack of 50lbs.		1.35 a 1.40
,, American per barrel of 100lbs.		2.80 a 2.90
,, ,, ,, of 200lbs.		6.10 a 6.25
Fungus		28.80 a 29.00
Flint	,,	0.50 a 0.65
Ginseng, American, 1st quality	,,	200.00 a 265.00
,, ,, 2nd ,,	,,	160.00 a 210.00
Hams, Ordinary	,,	Tls. 13.0.0 a 14.5.0
,, Superior		Tls. 21.5.0 a 23.0.0
Hemp, Hankow	,,	10.50 a 12.00
,, Siam	,,	10.40 a 11.00
Isinglass, Japan	,,	38.00 a 45.00
Melon Seeds, 1st quality	,,	5.50 a 5.60
,, ,, 2nd ,,	,,	5.10 a 5.20
Mushrooms	,,	55.00 a 62.00
Mussels, Dry Siam large	,,	11.00 a 12.50
,, ,, ,, middle	,,	7.60 a 7.80
Mussels, Dry Siam small	per picul	$6.10 a 6.20
Peas, White	,,	2.60 a 2.65
,, Green	,,	2.75 a 2.80
,, Black	,,	2.50 a 2.55
,, Yellow	,,	2.05 a 2.70
,, Green Beans	,,	2.50 a 2.55
Pearl Barley	,,	6.50 a 7.80
Potatoe Flour	,,	Tls. 1.5.0 a 1.7.5
Putchuck	,,	13.00 a 14.70
Rhinoceros Horn	,,	2,600 a 3,000
,, ,, Mother	,,	2,000 a 2,400
Rice, Bengal, Cargo No. 1	,,	2.45 a 2.50
,, ,, ,, 2	,,	2.20 a 2.25
,, Siam, white	,,	1.82 a 1.85
,, ,, mill cleaned	,,	1.69 a 1.71
,, Manila	,,	2.35 a 2.40
,, Singapore	,,	1.88 a 1.91
,, Saigon	,,	1.60 a 1.74
,, Arracan	,,	2.10 a 2.15
,, Rangoon	,,	2.35 a 2.40
Saltpetre	,,	5.65 a 5.75
Seaweed, Green	,,	2.75 a 2.80
,, Cut	,,	3.95 a 4.20
Sesamum, White	,,	4.60 a 4.70
,, Black	,,	3.00 a 3.04
Sharksfin	,,	35.00 a 60.00
Shellfish, Japan	,,	27.00 a 39.00
,, California	,,	11.50 a 12.00
Stockfish	,,	5.00 a 6.50
Straits Produce, &c.:—		
Rattans, Straits	per picul	5.10 a 5.20
,, Banjar	,,	4.25 a 4.50
Pepper, White	,,	15.40 a 15.60
,, Black	,,	8.10 a 8.25
Betel Nut	,,	3.70 a 3.75
Sandal Wood, Malabar	,,	3.50 a 3.70
,, ,, South Seas	,,	13.00 a 14.50
Sapan Wood, Manila	,,	1.60 a 2.00
,, ,, Siam	,,	2.25 a 2.60
Sugar, Canton White, 1 a 3	,,	5.20 a 5.45
,, ,, Dark Brown		4.70 a 5.00
,, West Coast, Dark Brown	,,	— —
,, Manila, Dry White	,,	5.45 a 5.60
,, Candy	,,	8.50 a 8.75
,, ,, Foochow	,,	8.00 a 8.30
Vermicelli, Tientsin	,,	8.70 a 8.90
Walnuts	,,	5.25 a 5.31
Wheat, Tientsin	,,	1.60 a 1.65
,, California	,,	1.70 a 1.75
Wood Oil	,,	Tls. 5.0.5.0 a 5.0.5.0
Pea ,,	,,	5.6.0.0 a 5.6.5.0
Tea ,,	,,	$9.25 a 9.55
Window Glass	per box	3.30 a 3.40

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
A'toon Apcar	Mch. 7	Mactavish	Brit. str	1392	D. Sassoon, Sons & Co	S'pore, &c.
Cyphrenes	Mch. 4	Wood	Brit. str	1280	Gibb, Livingston & Co	Saigon
Duna	Mch. 9	Steele	Brit. str	852	Gilman & Co	
Edinburgh	Mch. 4	Worsley	Brit. str	1780	E. E. A. & C. T'graph Co	
Fame	—		Brit. str	116	H. K. & W. Dk. Co	Tug Plying
Ganga	Feb. 25	Garceau	Fren. str	797	Order	Saigon
Lohung ‡	—	D. Martin	Brit. str	700	Butterfield & Swire	
Jeddah	Mch. 5	Clark	Brit. str	994	Gee Cheong Hong	
Kinshan ‡	—	A. Benning	Brit. str	1050	H.C. & M. Steamboat Co	
Kiu-Kiang ‡	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Malacca	Feb. 27	Edmund	Brit. str	1046	P. & O. S. N. Co	Yokohama
Mecca	Mch. 2	Johnson	Brit. str	687	Hop Kee	Cocktown
M'tgomeryshire	Mch. 5	Sturrock	Brit. str	1145	H. Kier & Co	
Namoa	Mch. 7	Westoby	Brit. str	862	D. Lapraik & Co	
Nestor	Mch. 9	Webster	Brit. str	1414	Butterfield & Swire	Shanghai
Normanby	Mch. 9	Reddell	Brit. str	1000	Gibb, Livingston & Co	
Patroclus	Mch. 8	Courtenay	Brit. str	1650	Butterfield & Swire	
Pei-Ho	Mch. 8	Lecointer	Brit. str	2125	Messageries Maritimes	Shanghai
Penguin	Mch. 7	Cowell	Brit. str	1122	Jardine, Matheson & Co	S'pore, &c.
Saada	Dec. 17	Petersen	Brit. str	37	P. & O. S. N. Co	
J. Jeejeebhoy ‡	—	N. Hawkins	Brit. str	184	Kwok Acheong	
Tientsin	Feb. 26	Devlie	Brit. str	682	Butterfield & Swire	
White Cloud §	—	Hoyland	Brit. str	652	H. C. & M. Steamboat Co	
Yot-sai §	—	D. Browne	Brit. str	810	Kwok Acheong	
Yottung	June 9		Brit. str	233	Kwok Acheong	

‡ *Running between Hongkong and Canton*
§ *Running between Macao and Hongkong.*

SAILING VESSELS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
Alden Besse	Jan. 30	S. Noyes	Amr. bk	842	Rozario & Co	Portland
Anazi	Mch. 4	James Hill	Brit. bk	468	Adamson, Bell & Co	
Anglo Saxon	Mch. 1	Harrington	Brit. bk	694	Vogel, Hagedorn & Co	
Annie S. Hall	Feb. 25	Nelson	Amr. bk	455	D. Lapraik & Co	Tientsin
B. of Oregon	Feb. 9	Merriman	Amr. bk	1168	Russell & Co	S. Francisco
Bonito	Jan. 28	Weseuberg	Ger. bk	524	Meyer & Co	London
Bua Caao	Jan. 26	Lange	Siam. bk	338	Chinese	
Carpo	Feb. 2	Murphy	Brit. bk	1033	Gibb, Livingston & Co	London
Chingtoo	Mch. 2	Bakie	Brit. sch	304	Borneo Co. Limited	
Coeran	—	Vincen	Amr. sch	230	Insurance Co	
Edward James	Jan. 9	O'Brien	Amr. bk	529	Rozario & Co	Portland
E. von Beaulieu	Mch. 1	Schneider	Ger. bk	335	Ed. Schellhass & Co	
Formosa	Feb. 17	Quaylo	Brit. sch	381	Siemssen & Co	Saigon
Forward	Feb. 1	Vandervord	Brit. bk	759	Rozario & Co	Portland
Garibaldi	Feb. 22	J. Forbes	Amr. bk	470	Jardine, Matheson & Co	
Helene	Mch. 7	Volguardsen	Ger. bk	372	Wieler & Co	
Korsor	Feb. 12	L. C. Grove	Dan. bk	317	Vogel, Hagedorn & Co	New York
Loiterer	Aug. 13	Vincent	Amr. sch	45	Insurance Co	
McNear	Jan. 31	Taylor	Amr. sh	1308	Vogel, Hagedorn & Co	New York
Mystic Belle	Feb. 27	Plumer	Amr. sh	755	Siemssen & Co	
N. Gibson	Jan. 26	Bradford	Amr. bk	741	Vogel, Hagedorn & Co	Cebu
Orange Grove	Feb. 27	Longmann	Brit. bk	385	Vogel Hagedorn & Co	
Presto	Dec. 21	Laidman	Brit. bk	384	Arnhold, Karberg & Co	Tientsin
Rio Loge	Feb. 9	Mathews	Brit. bg	241	Olyphant & Co	N. Zealand
Rosina	Feb. 28	Hansen	Amr. sch	406	Arnhold, Karberg & Co	
S. Nicholson	Feb. 8	Selkirk	Brit. sh	933	Melchers & Co	Manila
Siamese Crown	Feb. 9	Saxtorph	Siam. bk	540	Tack Mee & Co	
S. Harry Parkes	Mch. 7	Chapman	Brit. sh	816	Melchers & Co	
S. of the Age	Jan. 10	Johnson	Brit. bk	347	Rozario & Co	Melbourne
Star of China	Jan. 21	Blaker	Brit. sh	794	Meyer & Co	London
Sumatra	Oct. 21	Clough	Amr. sh	1071	Russell & Co	S. Francisco
Syringa	Mch. 4	Partridge	Brit. sch	242	Chun Cheong Wing	
Tullocngorum	Mch. 1	Mason	Brit. sch	175	Wieler & Co	Haiphong
Union	Feb. 8	M'chevarria	Span. sch	152	Remedios & Co	Iloilo
W. Minstrel	Feb. 27	Sivewright	Brit. bk	361	Siemssen & Co	
Western Bell	Feb. 12	H. E. Fish	Amr. bk	1135	Rozario & Co	Manila
Wm. Turner	Feb. 12	Vandervord	Brit. bk	431	Rozario & Co	Saigon

RECEIVING VESSELS & HULKS.

Vessels.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destinations.
Chase	—	—	Pow. Mag.	283	Harbour Master	
John Adam	—	J. H. Grimes	Hulk	318	Water Police	

H.M.'s SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Hongkong
Charybdis	steam corvette	17	400	Captain T. E. Smith	Shanghai
Curlew	double sc. gun vl.	3	160	Com. E. J. Church	Tientsin
Egeria	screw sloop	4	120	Com. A. L. Douglas	En route to Y'hama
Fly	double sc. gun vl.	4	120	Com. John Bruce	Hongkong
Frolic	double sc. gun vl.	4	100	Com. A. E. Dupuis	Chinkiang
Growler	double sc. gun vl.	4	120	Com. Chas. Wilcox	En route to S'gapore
Hart	double sc. gun vl.	4	120	Com. T. H. Royse	Kobe
Himalaya	troopship	—	—	Captain E. White	En route to S'gapore
Hornet	double sc. gun vl.	4	120	Com. H. Hippisley	Hongkong
Juno	steam corvette	8	400	Captain J. A. Poland	Singapore
Kestrel	double sc. gun vl.	4	100	Com. Theobald	Hankow
Lapwing	double sc. gun vl.	3	160	Com. Sir W. Wiseman	Shanghai
Lily	screw sloop	3	95	Com. Cochrane [Bart	Amoy
Meanee	military hospital	—	—	——	Hongkong
Midge	double sc. gun vl.	4	120	Com. H. G. Salmond	Hongkong
Modeste	steam corvette	14	350	Captain A. Buller	Nagasaki
Moorhen	gunboat	4	60	Lieut.-Com. J. Hope	Singapore
Mosquito	gun-boat	4	60	Lieut.-Com. Paul	Chefoo
Nassau	surveying vessel	4	150	Com. R. H. Napier	Haitan Straits
Sheldrake	gunboat	4	60	Lieut.-Com. J. B. Haye	Foochow
Swinger	gunboat	2	60	Lieut.-Com. O. Tudor	Hongkong
Sylvia	surveying vessel	3	150	Captain B. W. Bax	En route to Nagasaki
Thistle	double sc. gun vl.	4	120	Com. Pusey	Nagasaki
Victor Emanuel	receiving ship	14	—	Commodore Watson	Hongkong
Vigilant	despatch vessel	2	250	Lieut.-Com. H. Ryder	Hongkong

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Ashuelot	Amer. gun-v.	1350	—	Commander Matthewe
Patino	Span. trans.	—	—	Don Juan Rapallo
Marquis de la Victoria	Span. trans.	—	—	Don J. Borrajo
Tejo	Port. gun-b.	400	—	Captain Amaral
Tennessee	American fri.	2303	23	Captain Young

SHIPPING IN THE CHINA WATERS.

WHAMPOA.

STEAMERS.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Lintin	—		Brit. str	69	Kwok Acheong	

SAILING VESSELS.

Vessel.	Date of Arrival.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
Albatross	Feb. 27	Koppelmann	Ger. bk	377	Wm. Pustau & Co	Hamburg
Formosa	Feb. 25	Schweer	Ger. sch	282	Melchers & Co	Tientsin
Hongkong	Feb. 16	Oom	Ger. sch	221	Arnhold, Karberg & Co	
Irazu	Feb. 3	Pearce	Brit. bk	327	D. Lapraik & Co	Tientsin
Lydia	Feb. 11	Youngson	Brit. bk	396	Butterfield & Swire	
Onward	Feb. 27	Morton	Brit. sch	210	Wieler & Co	
St. Anne	Feb. 6	Jan	Fren. bg	287	Carlowitz & Co	Tientsin
Signal	Feb. 9	Whitney	Amr. bk	493	Jardine, Matheson & Co	

CANTON.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
An-lan ‡	—	Godsil	H.I.C.M.	g-b.		
Chen-jui ‡	—	E. F. Collins	H.I.C.M.	g-b.		
Chen-to	—	Robertson	H.I.C.M.	g-b.		
China	Feb. 7	Henninges	Ger. str	648	Siemssen & Co	Shanghai
Kwong-on	—	Li-ping-tye	H.I.C.M.	g-b.		
Powan	—		Brit. str	1890	H.C. & M. Steamboat Co	Laid up
Sui-tsing ‡	—	Stewart	H.I.C.M.	g-b.		
Ching-tsing ‡	—	Bessard	H.I.C.M.	g-b.		

‡ *In the river between Cheung-chow and Canton.*

MACAO.

In port on 27th February, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Elliotta	Dec. 6	Patching	Brit. bk	285	Ed. Schellhass & Co	Batavia
Spark ‡	—	G. Lefavour	Brit. str		H.C. & M. Steamboat Co	
Sunbeam	Feb. 26	Brassey	Brit. str	270		Singapore

‡ *Running between Canton and Macao.*

SWATOW.

In port on 2nd March, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Godiffroy	Feb. 19	Thielemann	Ger. bk	513	Dircks & Co	Channel
Hans	Feb. 19	Lemoult	Ger. bk	312	Dircks & Co	
Hilda	Feb. 12	Davey	Brit. bk	306	Dircks & Co	
J. Woodburn	Feb. 12	Dasborough	Brit. bk	299	E. Vincent & Co	
Paradies	Feb. 12	Thuro	Brit. bk	346	Dircks & Co	

AMOY.

In port on 26th February, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Adelaide	—	....	Ger. bk	204	H. A. Petersen & Co	Taiwanfoo
Assens	—	....	Dan. bk	256	H. A. Petersen & Co	Tientsin
Nicolans	—	....	Ger. sch	157	Brown & Co	Taiwanfoo
Peter	—	....	Ger. bg	241	H. A. Petersen & Co	Samarang
Rubicon	—	....	Brit. sch	204	Boyd & Co	Swatow
W. G. Patton	—		Amr. sch	518	Tait & Co	

FOOCHOW.

In port on 28th February, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Lulu	Feb. 13	Mitchell	Brit. sch	387	Chinese	Shanghai
Vesta	Feb. 8	Percy	Amr. bg	300	Master	Shanghai
Wm. Manson	Jan. 27	King	Brit. bk	367	Order	

SHANGHAI.

In port on 2nd March, 1877.

The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Agnes Muir	Feb. 10	Lowe	Brit. sh	851	Adamson, Bell & Co	
Aline	Feb. 27	Gubbert	Brit. bk	299	Russell & Co	
Carmelith & Ida	Feb. 22	Ketels	Ger. bk	438	B. Telge	
Golden State	Jan. 10	Delano	Amr. sh	944	Russell & Co	
Harkaway	Jan. 3	Petts	Brit. bk	773	Vogel, Hagedorn & Co	
Inverness	Jan. 31	Courtney	Brit. bk	725	Adamson, Bell & Co	
J.R. Worchester	Feb. 22	Cowes	Brit. sh		Reid Evans & Co	
Maria	Feb. 26	Touchard	Fren. bk	379	Bryner & Beyfuss	
Minatitlan	Feb. 26	Edwards	Brit. bg	219	Morris & Co	
Novelty	Feb. 27	Collivei	Brit. bk	575	Frazar & Co	
Omba	Feb. 25	Thomson	Brit. sh	83	Adamson, Bell & Co	
Osburgha	July 26	Cook	Brit. bk	346	Beard & Co	
Pelham	Feb. 26	Acford	Brit. bg	254	Morris & Co	
Rita	Feb. 5	Fabie	Span. bk	550	J. J. Buchheister	
Robina	Feb. 8	Fuller	Brit. bk	321	Jardine, Matheson & Co	
Union	Feb. 27	Barry	Brit. bk	555	Boyd & Co	

YOKOHAMA.

In port on 27th February, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Alerte	Feb. 11	Talbot	Brit. sch	229	Chinese	
Almatia	Feb. 14	Blanchard	Amr. sch	387	Order	
A. W. Weston	Feb. 12	Winsor	Amr. bk	740	Messageries Maritimes	
Caroline	Oct. 14	Muller	Dan. sch		Captain	
Jupiter	Oct. 14	Hoffman	Ger. sch		Captain	
Jylland	Feb. 21	Lamb	Dan. bg	267	Chinese	
Lottie	Nov. 1	Johnson	Rus. sch	35	Captain	
Mary Jane	Feb. 13	Brinkmeier	Amr. sch	159	E. C. Kirby & Co	
Otto	Feb. 13	Adamsen	Ger. bg	230	Jardine, Matheson & Co	
Roving Sailor	Feb. 2	Bryant	Amr. sch	483	Walsh, Hall & Co	
Tartar	Feb. 13	Kaemena	Ger. bg	256	Captain	

MANILA.

In port on 4th March, 1877.

Vessels.	Date of Arrival.	Captains.	Flag & Rig.	Tons	Consignees.	Destination.
Balbina	Feb. 3	....	Span. bk	501	Order	
Edith	Jan. 17	....	Amr. sh	1173	Peele, Hubbell & Co	Singora
Flora de Maria	Jan. 25	....	Span. bk	240	Order	
Gravina	Jan. 27	....	Span. bg	243	Order	
Ladoga	Feb. 14	....	Amr. sh	865	Order	
M. A. Wilson	Feb. 13	....	Brit. bk	397	Order	
Nueva Lautaro	Jan. 18	....	Span. bk	433	Inchausti & Co	Cadiz
Quickstep	Feb. 25	....	Amr. bk	836	Order	
Roodee	—	....	Brit. bk	1036	Inchausti & Co	
San Lorenzo	Feb. 7	....	Span. bg	220	Order	
Star of the West	Feb. 1	....	Amr. sh	1191	Order	
Vanadis	Feb. 2	....	Rus. sh	1073	Order	
V. de Rivadavia	Jan. 28	Camus	Span. bg	261	Order	

Printed and Published by WILLIAM H. BELL, Wyndham Street, Hongkong.